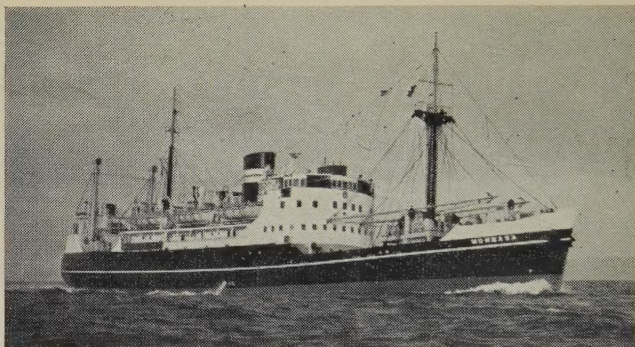

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BAHIA BLANCA	Agencia Maritima Dodero, S.A.	Doderobros.
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BERMUDA	Harnett & Richardson	Harnetson
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BUENAVENTURA	Tracey y Cia., S.A.	Tracey
BUENOS AIRES	La Mala Real Argentina, S.A.	Omarius
CALLAO	Pacific Steam Navigation Company	Pacific
CARDIFF	Rogers & Bright Ltd.	Gwent
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COATZACOALCOS (Puerto Mexico)	Tomas Ruiz	Larrauri
CORINTO	J. Vassalli & Co.
CORUNA	Rubine e Hijos, Real, 81	Rubine
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CURACAO	Firma C. S. Gorsira J.P. Ez.	Gorsira
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DUBLIN	Hewett's Travel Agency, Hewett's Corner, D'Olier Street	Voyage
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		Agencias Unidas, S.A.	Unidas
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LA PAZ	Macdonald & Co. (Bolivia) S.A.	Donal
LAS PALMAS	Grand Canary Coaling Company, S.A.	Coaling
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LIMON	F. J. Alvarado & Cia., Sucrs., S.A.	Alvarado
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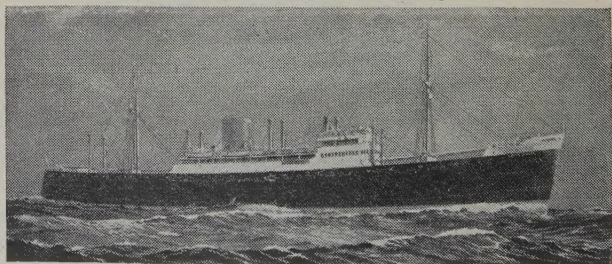
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Impetus to the development of rich natural resources in those countries was given by the introduction and extension of inter-coastal services, so that the Company played an important part in fostering the commercial progress, which was mainly dependent upon sea-borne facilities.

A link between Liverpool and the West Coast of South America, via Magellan Straits, was forged by the inauguration of a direct service in 1866, but the opening of the Panama Canal, in 1914, induced the Company to favour that route for their main Passenger and Freight services. A popular Annual Tour round South America, however, proceeds through the majestic Straits of Magellan, as do also certain cargo vessels.

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Still further additions to the Company's Fleet are the "FLAMENCO" and "KENUTA," which are in course of building, and these will provide luxurious accommodation of a type seldom surpassed in larger passenger liners. A maximum of 12 passengers will be carried, but all rooms, whether two-bedded or single, will have private bath, etc., and the predominant feature is one of luxury.

The Company serve Bermuda, Bahamas, Havana, Jamaica, Colombia, Panama Canal, South Pacific and Central American Ports; an innovation being regular calls by m.v. "Reina del Pacifico" at Cartagena, on outward and homeward voyages, and thus offering a direct passenger service between the United Kingdom, France and Spain with Colombia.

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Telegrams : "Pacific, Liverpool."

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LONDON	..	McGregor, Gow & Holland Ltd., 20 Billiter Street, E.C.3	Eastwardly, Fen
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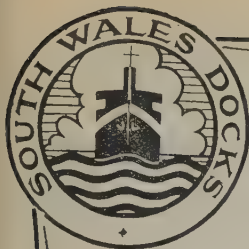
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Geographically no port in the British Isles can offer any advantage over the Ports of South Wales at Cardiff, Swansea, Newport, Barry and Port Talbot. They are the NEAREST BRITISH PORTS TO SOUTH AMERICA, and are naturally placed to serve not only South Wales, but the densely populated, and highly industrialised Midlands of England. Within a radius of 150 miles of these large docks there is a population of 30,000,000 people.

Eight hundred and sixty-four acres of deep water, with twenty-eight miles of superbly-equipped quayside, are available at these ports, which can accommodate the largest vessels operating in the Merchant Fleets of the World to-day.

Each dock is equipped with modern electric and hydraulic quayside cranes and appliances for the handling of all types of bulk and general cargoes, and floating cranes are provided with lifting capacities up to 100 tons.

Large transit sheds, equipped with electrical appliances such as belt-conveyors, pilers, fork lift trucks, etc., for the rapid handling of goods in transit, are a feature of the general cargo berths at these ports.

The general cargo trade is of the widest possible description, and includes Iron and Steel manufactures of all kinds, Oil and Motor Spirit, raw and semi-manufactured materials for every industry (including Copper, Silver, Lead, Nickel, Iron, and other Ores), Concentrates, Pitwood and Mining Timber, other Timber of all kinds, Chilled and Frozen Meat, Grain, Fruit, Foodstuffs of all kinds, Chemicals, Machinery, Livestock, bonded goods of all kinds, and miscellaneous goods of all descriptions.

The South Wales Ports are famous for the shipment of Welsh Coal, and in the heyday of this trade over 40,000,000 tons of coal were shipped through these ports in one year.

CARDIFF.

The more recent history of Cardiff Docks dates from the year 1830, when the Marquis of Bute applied for Parliamentary powers to construct what is now known as the West Dock. Nowadays Cardiff Docks extend to 165 acres of deep water and comprise the Queen Alexandra Dock, Roath Dock and Basin, East Dock and Basin, and West Dock and Basin.

Grain, Meat, Fruit and General Cargo are dealt with in large quantities, and in one year alone the total imports and exports dealt with have exceeded 13½ million tons.

Cardiff is one of the few ports licensed for the importation of cattle, and the Dock Authority have large cattle lairs, abattoirs and sale-room, etc., capable of accommodating some hundreds of head of store and fat cattle, in addition to sheep and pigs at the same time. There is also a large Cold Store capable of accommodating 10,000 tons of frozen meat.

SWANSEA.

The docks at Swansea comprise five wet docks, *i.e.* King's Dock, Queen's Dock, Prince of Wales' Dock, North Basin, and South Dock and Basin, and has a deep water area of 269 acres.

The Port's interests were originally chiefly connected with the Iron and Steel and the Coal Trades. Nowadays, however, Swansea is well to the fore among the Country's general cargo ports.

A large Oil business, both import and export, is also dealt with through this Port in connection with the operation of the National Oil Refineries, who have large installations in the vicinity.

NEWPORT.

The Alexandra Docks at Newport have a total deep water area of 124½ acres.

The trade of this Port includes a large percentage of Iron and Steel Rails and Iron-work, Tinplates and General Merchandise exported, whilst the imports are made up of Iron and Steel Billets and Bars, Timber and Deals, Pitwood and Mining Timber, Grain and Flour, and a considerable quantity of General Merchandise.

BARRY.

There are three docks at Barry, known as Docks Nos. 1, 2 and 3, with a total deep water area of 114 acres. These docks are famous for the huge quantity of Coal shipped in normal times. A substantial trade is also carried on with imports of Grain and Flour, Pitwood and Mining Timber, Whale Oil, Petroleum, and Timber and Deals, as well as exports of Cement and quantities of General Merchandise of all classes.

PORT TALBOT.

A few miles East of Swansea are the Port Talbot Docks with a deep water area of 67 acres. They are responsible for large shipments of Coal in normal times, and also handle a very considerable traffic in imports of Iron Ore, semi-manufactured Iron and Steel, Pitwood, Timber and Deals, and exports of manufactured Iron and Steel, Carbide, etc.

PENARTH DOCK AND HARBOUR.

Penarth Dock is 26½ acres in extent, and the Harbour 55 acres, making a total of 81½ acres of deep water. They are included in the Customs Port of Cardiff.

The Headquarters of the South Wales Docks Group are situated at Cardiff, and further information will gladly be given to anyone interested in trade with Great Britain via The South Wales Ports, on application to A. E. H. Brown, Chief Docks Manager, South Wales Docks, The Docks & Inland Waterways Executive, Cardiff, South Wales.

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THE PORT OF LONDON.

The Port of London and the great countries of South America are bound by ties of reciprocal trade through the ships of world-famous passenger and cargo liner companies maintaining regular services to and from London and all the main ports of South America.

In normal times all the staple exports of South America are among the commodities for which the Port of London specially caters.

SPHERE OF ACTIVITIES.

The present-day Port of London comprises 69 miles of the tidal River Thames, with a wide and deep navigable channel from the sea to the City, and five large dock systems having an aggregate area of over 2,000 acres, of which 712 acres are water area, with over 35 miles of deep water quays for the discharge and loading of ocean-going vessels.

THE DOCKS.

Storage accommodation, bonded and free, is provided for every class of merchandise and spacious transit sheds are available to deal expeditiously with every variety of cargo.

Facilities for specialised cargoes are a feature of the Port of London. Berths have been established for the discharge and direct delivery of South American beef and for the expeditious handling of green fruit.

Extensive warehouses with a floor area of approximately 40 acres are set aside for wool, including specially lighted top floors reserved for "show" purposes.

Bulk grain is discharged by fixed pneumatic elevators on the quayside or by floating elevators for overside delivery.

Mechanisation ensures efficient and expeditious service. In addition to electric quay cranes extensive use is made of mobile cranes, runabout and fork-lift trucks, weighing machines, etc. For heavy lifts the Port of London is equipped with a fleet of floating cranes with individual lifting capacity up to 150 tons. (*London Mammoth*).

The main docks are served by railways connected with the principal systems of the United Kingdom, and to meet the requirements of motor haulage there is direct access from the dock quays to the trunk highways of the country.

The Port of London deals with one-sixth of the total tonnage of shipping entering and leaving the ports of the United Kingdom.

PASSENGER TRAFFIC.

Although London is primarily a commercial Port the most up-to-date facilities are available for overseas passengers at the riverside Landing Stage at Tilbury. The largest liners using the port can be accommodated there at any state of the tide and special boat trains are run between Tilbury Riverside Station and the centre of London.

ADMINISTRATION.

The Port of London is administered by the Port of London Authority, a non-profit making Public Trust established by Act of Parliament in 1909.

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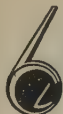
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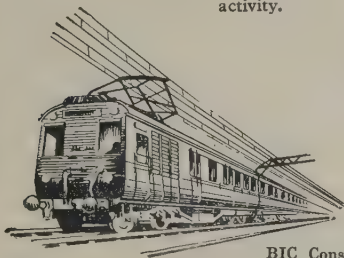


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SOUTH AMERICAN
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1950

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A YEAR BOOK AND GUIDE TO THE COUNTRIES AND
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PREFACE.

THIS, the twenty-seventh annual edition of THE SOUTH AMERICAN HANDBOOK, is better supplied with up-to-date statistical information than usual. Several of the republics have greatly speeded up their annual trade reports and eased our task considerably. We greatly regret, however, that Argentina has practically ceased to issue statistics, and those which appear in the chapter devoted to it are nearly all of them unofficial estimates. We must point out, too, that the general inflation in the republics we deal with makes it extremely difficult to keep up with prices, and that the hotel rates given may have changed since we received our information.

Without constant help from many quarters such a book as this would be impossible. We wish in particular to thank the London Ministers and officials of the various republics, who have helped us immeasurably in keeping information up-to-date. Much aid has been given by the officials of the Foreign Office, the Colonial Office, the Department of Overseas Trade, the Comptroller of the Industrial Department of the Board of Trade, and the Chief Passport Officer. The Controller of His Majesty's Stationery Office has graciously permitted us to take extracts from official British Reports and from the "Board of Trade Journal."

Each year, each section of the book is submitted for amendment to the representatives and agents abroad of Royal Mail Lines, Limited, and of the Pacific Steam Navigation Company. Between them they cover most of the area dealt with in the book. Their co-operation is beyond praise. The Dutch and French Governments have helped with the Guianas. Helpful, too, have been the officials of the many shipping companies, banks, railways and industrial companies rooted in the several republics. Some valued friends have sent us welcome corrections from personal experience on the spot.

An eye has been kept on all the journals dealing with Latin America. The following have been found particularly useful: "The South American Journal," "The South Pacific Mail," "The Peruvian Times," "The Review of the River Plate," the "West India Committee Circular," the "Commercial Review, British Guiana," "Brazil News," the publications of the Instituto Brasileiro de Geografia e Estadística, the Journals of the Brazilian and Argentine Chambers of Commerce, and the "Belgique Amerique Latine." It would be hypocritical not to admit that of them all the American "Foreign Commerce Weekly" is the most informative. For the rest, bank reports have been diligently looked through. Of these, we are mostly indebted to those produced by the Bank of London & South America, and by Ernesto Tornquist & Co., Ltd.

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SOUTH AND CENTRAL AMERICA

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Fourth in magnitude among the great land masses of the world, South America has an area which can only be suggested by comparisons. It is 56 times the size of the British Isles, 32 times the size of France or $1\frac{1}{4}$ times the size of Europe. It is one-half the area of the whole British Empire, and twice as large as either Australia or China.

Columbus, first of European navigators to touch South America, reached the Orinoco River in 1498, and in the next ten years the coast was explored by others as far as the River Plate. Balboa discovered the Pacific at the Gulf of Panamá in 1513, and in 1520 Magalhães passed into the Pacific through the Magellan Strait.

Europeans—chiefly Spanish and Portuguese—began to settle in South America soon after the discovery of the continent. Their settlements, beginning as colonies of Spain and Portugal, have developed into republics, with the exception of the three Guianas—British, Dutch, and French. The adventurers were attracted by

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the silver of the Andes and in particular by the riches of Potosi (Bolivia). Gold was found in Minas Geraes (Brazil) in 1693, and the district long remained the chief source of the metal. Diamonds were discovered in the gold-bearing districts of Brazil about 1729, and, until the opening of the Kimberley fields, Brazil was the largest producer of diamonds.

Around these discoveries has grown up the romance associated with the Spanish Main, the Gold Road, and the buccaneers.

In the early years of the nineteenth century the Spanish and Portuguese colonies of South America one after another declared their independence. Among the British names remembered in connection with the struggle for freedom, one stands out—that of Admiral Lord Cochrane, afterwards tenth Earl of Dundonald, whose achievements in the service of Chile, Peru, and Brazil (1818-1825) won him lasting distinction in these countries.

PHYSIOGRAPHICAL FEATURES.

No other continent is so simple in shape and construction. The operations of Nature and the interplay of the forces of land and sea are seen on a scale at once colossal and intelligible. The shape of the continent is that of a right-angled triangle. The S.E. and N.E. trade-winds impinge upon the coast-line at right angles and the two currents meet approximately at the Equator. These winds are heavily charged with moisture and at the point of meeting are driven high into the colder regions of the air, causing deluges of rain.

The westward edge of the continent has a condenser in the Andes mountain chain. The moisture picked up under the vertical rays of the sun in the Atlantic is precipitated to form the mightiest river in the world. The Amazon River with its dense vegetation and its teeming insect life is the direct product of these physiographical causes.

The coast-line is short relatively to the area of the continent—averaging 1 mile to every 435 square miles of surface, as compared with the 1 mile to each 190 square miles of Europe. This shortage is compensated by the great navigable length of the rivers, about 250,000 miles. Gulfs, bays, capes, and islands are few. The estuaries of the Amazon and La Plata form the only bays or gulfs of real importance in the continent and the only strait of note is that of Magellan.

The Island of Marajo (about the size of Belgium) at the mouth of the Amazon, and the Tierra del Fuego group, are the chief islands. The Galápagos group, which belongs to Ecuador and lies W. of Guayaquil, is the home of enormous turtles and of birds and reptiles unknown in other parts of the world. Chincha Island, south of Lima, is notable for its large deposits of guano; another Pacific island, Juan Fernandez, was inhabited for four years by Alexander Selkirk, said to have been the original of Robinson Crusoe.

The stretch of country between the estuaries of the Orinoco and the La Plata is one vast plain, dividing itself into three parts. That of the Orinoco is known as the Llanos, and is twice as large as the British Isles. During the dry season it resembles a desert, but in the wet season is covered with beautiful grass and vegetation.

The Amazon Plain, or Selvas, meaning woods, is the forest region of the Amazon Valley. Here are trees of all kinds, interlaced with

creepers and climbers of prolific growth and enormous density. The Pampas are the grassy plains stretching nearly 1,000 miles from the Lower Paraná to south of Buenos Aires. They are nearly treeless but rich in grass and flowers. To the north of Chile and Peru, along the coast, is the rainless desert of Atacamá. The greatest table-land is found in Bolivia.

The lakes include Titicaca (on the border of Peru and Bolivia), 12,760 feet above the sea ; and the Chilean group of lakes, Llanquihué, Todos los Santos and Nahuel Huapi, belonging to the same natural system but lying in Argentine territory.

COUNTRIES AND THEIR SIZES.

The area of the South American Continent is some 6,800,000 square miles. Boundaries of countries are not in all cases defined beyond dispute, but the comparative sizes of the several republics and colonies can be judged from the following approximations :—

	Square Miles.		Square Miles.
Argentina	1,078,266	Ecuador	100,000
Bolivia	419,470	Falkland Islands	4,618
Brazil	3,300,000	French Guiana	34,740
British Guiana	83,000	Paraguay	157,000
Chile	285,100	Peru	482,400
Colombia	439,848	Uruguay	72,153
Dutch Guiana	55,000	Venezuela	393,976

The areas of the countries of Central America are :—

	Square Miles.		Square Miles.
British Honduras	8,867	Nicaragua	57,145
Costa Rica	23,000	Panamá	28,575
Guatemala	45,452	El Salvador	21,205
Honduras	44,411	Mexico (N. America)	768,000

RIVER SYSTEMS.

The Amazon and its tributaries form the largest river system in the world. The navigable length from Pará on the east, to Huallaga (Peru) on the west, is 3,000 miles, and there are hundreds of navigable side channels parallel with the main stream. The river spreads over a plain so wide in many places that the appearance is rather that of a sea than a river. Tidal effects are perceptible as far inland as Obydos, if not beyond.

The Orinoco, rising in the highlands between Venezuela and Brazil flows west and north before turning eastward to the Atlantic. Dense forests cover the banks of its lower course, and the water is navigable during certain seasons for 1,000 miles. The Amazon, Orinoco, and La Plata rivers together drain 3,686,400 square miles. The River Plate estuary, forming one of the greatest trading harbours of the world, is formed by the confluence of the rivers Paraná, Uruguay, and Paraguay.

The São Francisco, rising in the highlands of Minas Geraes, flows entirely through hilly and mountainous country, and is navigable for 140 miles below the falls of Paulo Affonso and for some distance above the falls.

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The Magdalena, Colombia, 2,000 miles long, is navigable for about 700 miles.

MOUNTAIN CHAINS.

The Andes mountain chain, some 4,400 miles long, has an average height of 13,000 ft., and a width at some points of 100 miles. There are two principal and approximately parallel chains with a depression between. The eastern chain is generally called Los Andes, and the western La Cordillera, but the eastern chain is known in Colombia, Peru, and Bolivia as the Cordillera Real de Los Andes. In Chile and Argentina the western chain is known as the Cordillera de Los Andes; a contrariety which would be more confusing if the eastern chain did not end in mid-Argentina, leaving only one ridge extending to the extremity of the continent. Where the ranges are double or triple the respective parts of the chain lie parallel. The range is the longest one in the world.

The snow-line is highest in parts of Peru (about 16,500 ft.); the general range is 14,000 to 15,000 ft. descending in Patagonia and in Tierra del Fuego to about 1,500 ft. Generally the snow-line is lower on the east side than the west.

MOUNTAIN PEAKS : ANDES AND CORDILLERA.

		Feet.			
Aconcagua	..	23,380	..	..	Argentina.
Mercedario	..	22,315	..	..	—
Tupungato	..	21,550	..	..	—
Illampu (Sorata)	..	21,500	..	..	Bolivia.
Illimani	..	21,030	..	..	—
Chimborazo	..	20,700	..	..	Ecuador.
Juncal	..	19,780	..	..	Chile-Argentina.
Cotopaxi	..	19,490	..	..	Ecuador.
Antisana	..	19,335	..	..	—
Cayambe	..	10,186	..	..	—
Tolima	..	18,400	..	..	Colombia.
Misti	..	17,934	..	..	Peru.
Maipo	..	17,670	..	..	Argentina.
Tungurahua	..	16,680	..	..	Ecuador.
Sierra de Santa Marta	..	16,640	..	..	Colombia.

The Guiana Highlands, on the borders of Brazil, Venezuela, and Guiana, while not of the same grandeur as the mountains of the Andes, are of great magnitude and of an impressive wildness of scenery. They form the source of the great Orinoco River.

		Feet.			Feet.
Roraima	..	8,740	Ouida	..	8,500
Maraguaca	..	8,230	Turagua	..	6,000

VOLCANOES.

The range of the Andes is studded with volcanoes, mostly extinct, and the chain includes the highest volcanoes in the world. Those of Ecuador, including Chimborazo and Cotopaxi, are the most spectacular. The volcanoes of the Andean range erupted strongly in 1932.

Central America has many active volcanoes, some of them of fairly recent origin. Izcal in Salvador came into existence in 1770. Guatemala has many cones, including the Volcan de Fuego and the Volcan de Agua, Santa Maria, and the Cerro Quemado, or Volcano

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of Quezaltenango. The Santa Maria, which burst into activity in 1902, is 120 miles from Guatemala City.

The Mexican plateau has a band of volcanoes across the country from Colima to Tuxtla (Vera Cruz). Orizaba (or Cithattepetl) is 18,250 ft. high, and the Cofre de Perote (Nauchampapetl), 13,400 ft. ; Popocatepetl, or "Smoking Mountain," is 17,780 ft., but is no longer active. The volcano of Jorullo, near Tolvea, 4,330 ft. above sea level, came into existence in 1735.

POPULATIONS BY COUNTRIES.

South America remains sparsely populated. When a comparison was made in 1905 the population (then 38,500,000) represented about 11 persons to the square mile, as against 104 persons to the square mile in Europe. In many parts of the country the population remains to-day what it was 400 years ago, but there have been large increases in certain regions, particularly in Argentina, the River Plate area, and in the industrialised states of Brazil. An American calculation gives South America 13.2 per cent. of the land surface of the world, and 3.7 per cent. of its population.

No regular census of the population is taken in many of the South American countries, and estimates are inclined to be exaggerated and often differ widely. From the available data it would appear that the population of South America, apart from other Latin American countries, has increased from 38,500,000 in 1905 to 104,500,000 in 1948. The following table gives the approximate population of each country, and also of the Falkland Islands.

Argentina	16,105,244	Ecuador	3,362,000
Bolivia	3,922,000	Falkland Islands	2,273
Brazil	48,450,000	French Guiana	37,005
British Guiana	385,000	Paraguay	1,270,000
Chile	5,677,000	Peru	8,061,000
Colombia	10,777,000	Uruguay	2,340,000
Dutch Guiana	207,700	Venezuela	4,490,000

The figures for Central America are :—

British Honduras	60,000	Nicaragua	1,184,000
Costa Rica	825,000	Panamá	746,000
Guatemala	3,754,000	El Salvador	2,100,000
Honduras	1,260,000		

To these are added those of other countries included within the scope of the present book :—

Mexico	24,447,000	Puerto Rico	2,060,000
Cuba	5,195,000	Haiti	3,500,000

SEASONS FOR VISITS.

Over the tropical parts of the continent the division of the year into seasons follows the customary distribution of rains. The relatively dry season is often spoken of as summer, and the rainy season as winter. The dry season is by no means always rainless, and the wet season is subject to natural aberrations. There are in some regions two wet seasons, with two intervening dry seasons.

Within the tropics a more or less oppressive day-time heat may be expected in all seasons at or near sea-level. Relief is found at sufficient altitudes, and on the West Coast of Peru, for example,

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coolness accompanies the sea mists. On the whole the months November to March are the most favourable for visiting the tropical, that is, the more northerly countries. From March to October is best for the subtropics and temperate zone.

In Rio de Janeiro the heat is trying in December, January, and February ; the climate is most agreeable during the rest of the year.

In Buenos Aires the Argentine spring and autumn seasons, or, say, the months of October and March, are the best. The summer heats are greatest about Christmas. Journeys over the Andes into Chile are liable to interruption by snow in the winter (May-October).

Central Chile is also most agreeable during the South American spring and autumn. It should be understood that both Chile and Argentina enjoy temperate climates throughout the year.

The south temperate zone may be defined loosely as the region south of Rio de Janeiro (Brazil) and Antofagasta (Chile), including nearly all of Argentina. Here the vernal equinox, or coming of spring, is on September 23, as against the March 21 of the temperate zone in the northern hemisphere. The summer solstice begins on December 21. The seasons grow later to the southward.

TRAVEL IN SOUTH AMERICA.

The ocean traveller to South America, whether departing from Europe or from North American ports, can choose between the East and West Coast routes. A circuit of the continent can be made by water, but in following the customary southward routes of passenger steamers, the direct itinerary does not include visits to the north coast of Brazil, the Guianas, Venezuela, or Colombia.

Vessels bound for the River Plate do not ordinarily touch land before Pernambuco. In journeying via the Panamá Canal and the Pacific the first port of call is oftener Callao (Peru) than Guayaquil (Ecuador). Buenos Aires is usually the terminus of the east coast voyage, and Valparaiso that of the west coast.

The long sea voyage round the southern extremity of the mainland is less followed than that which leads from Europe or North America to Pernambuco, Bahia, Rio de Janeiro, Santos, Montevideo, and Buenos Aires. The continent can be crossed by taking the Transandine Railway from Buenos Aires to Valparaiso, where ships can be joined for all destinations. This time-saving route is more largely used than the much longer routes from Buenos Aires to the west coast ports of Antofagasta, Arica, or Mollendo, all of them making detours into Bolivia.

The north coast of Brazil and ports far up the Amazon are regularly served by lines of Brazilian coasting steamers, and there are direct ocean passenger vessels from Liverpool to Manáos. Ships in the West Indian trade serve Trinidad, Georgetown, and Paramaribo. Cartagena and North Colombia are visited by direct steamers as well as by transshipment at Panamá. There is no single service which combines both Venezuela and North Brazil. Those who wish to visit these parts should make two separate trips. It is also difficult to go from Venezuela, the Guianas, or the Amazon ports, to other

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places on the east or west coasts save by air.

Panamá is the central point of departure for all parts of the world, and for ports in South and Central America upon both the Atlantic and Pacific coasts. Particulars of the available routes are given elsewhere in this volume.

Travel by Motor-Car:—Many of the republics, and notably Argentina, Brazil, Chile, Peru and Venezuela, have excellent road systems for motor traffic. These roads are detailed in the text, sometimes under a special section devoted to communications, but generally under the different towns served.

Hotels:—It cannot be too clearly understood that it is possible to travel with the utmost safety and comfort in the developed parts of the South American continent. The services along the frequented routes are as well organised as in Europe ; there are first-class hotels fitted with the usual modern refinements in all the principal cities ; travel by steamer, train, and aeroplane, is done as luxuriously in South America as anywhere else in the world. Even along the lesser known routes the occasional primitive touches enhance the visitor's pleasure rather than interfere with his comfort.

The best hotels are found, of course, in the chief cities, and notably in Rio de Janeiro, São Paulo, Santos, Buenos Aires, Montevideo, Santiago, Valparaíso, Lima, and Panamá. Visitors to some of the smaller ports of the West Coast do well to make the steamer their hotel during their short stay.

MEALS:—In all South American countries breakfast usually consists of coffee or tea with roll and butter, but all hotels will provide a more substantial breakfast, if desired.

Lunch (almuerzo) is served between 11 and 1, and dinner (comida) from 6 to 9, as at home. The tendency is to dine late, for the theatres rarely start before 9 p.m.

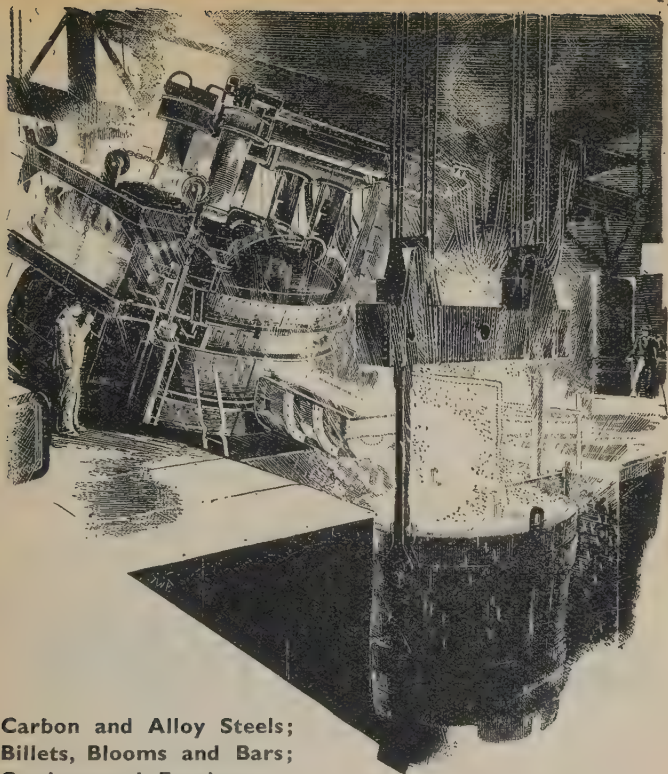
Afternoon tea, made as it ought to be made, can be had in all the principal cities. Yerba Maté, or Herva Maté (Brazilian tea) is a favourite drink, especially in Argentina, Uruguay, and Brazil.

THE LANGUAGE:—A working knowledge of Spanish (and of Portuguese in Brazil) is naturally an advantage and is almost indispensable for business. On the other hand, English is spoken by a surprisingly large number of persons, and it usually gets you through the customary routine of pleasure, travel by rail and steamer, and attendance in hotels.

PASSPORTS:—Close attention must be paid to regulations which vary in their details with the respective countries. Delays and inconvenience follow upon irregularity in the prescribed forms. Permits in addition to correct visas are required in some instances detailed in the chapters of this book. Extra photographs may prudently be carried.

MONEY VALUES.

Full information about national currencies is supplied in the respective chapters. The following summary merely gives approximations of the current values of the standard units circulating



Carbon and Alloy Steels;
 Billets, Blooms and Bars;
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internally. The equivalents are subject, of course, to fluctuations in the rate of exchange :—

		British.	U.S.A.
ARGENTINA	Peso (paper)	16.5 pence	11 cents
BOLIVIA	Boliviano	1.2 "	.9 "
BRAZIL	Cruzeiro	4.6 "	5.3 "
CHILE	Peso	1.3 "	1 "
COLOMBIA	Peso	44 "	32 "
ECUADOR	Sucré	6.4 "	5.7 "
PARAGUAY	Guarani	28 "	16.5 "
PERU	Sol	5.2 "	5.4 "
URUGUAY	Peso	36 "	33.3 "
VENEZUELA	Bolívar	25.7 "	29.8 "
BRITISH GUIANA	Sterling and U.S. Dollars		
DUTCH GUIANA	Florin		
FRENCH GUIANA	Franc		
FALKLAND ISLANDS	Sterling		
BRITISH HONDURAS	Dollars	60 "	70 "
COSTA RICA	Colón	16 "	10.9 "
CUBA	Peso and U.S. Dollar	86 "	100 "
GUATEMALA	Quetzal	86 "	100 "
HONDURAS	Lempira	42 "	49 "
MEXICO	Peso	10 "	11.6 "
NICARAGUA	Córdobas	17 "	13.6 "
PANAMÁ	U.S. Dollars and Balboas	86 "	100 "
EL SALVADOR	Colón	34 "	40 "

METRIC WEIGHTS AND MEASURES.

Metric weights and measures are generally used in the South American Republics. English travellers find it difficult at first to think in these terms, and usually translate them roughly into their English equivalents.

The metre (39.37 ins.) is 3.37 inches or roughly 10 per cent. longer than the yard. To convert metres into yards, add 10 per cent. ; to turn yards into metres, subtract 10 per cent.

The following table gives the actual equivalents and the rough equivalent for practical purposes :—

	ACTUAL	ROUGHLY.
10 metres	10.9 yds.	11 yds.
1 kilometre or 1,000 metres	1,093.61 yds.	1,100 yds.
10 kilometres	6.214 miles	6½ miles.
100 kilometres	62.13 miles	63 miles.
Hectare	2.4711 acres	2½ acres.
10 hectares	24.711 acres	24½ acres.
100 hectares	247.11 acres	247 acres.
Kilogramme	2.204 lb.	2½ lb.
1,000 kilogrammes	2,204.62 lb.	1 ton.
Litre	1.759 pints	1½ pints.
100 litres	21.997 gallons	22 gallons

DISTRIBUTION OF TRADE.

Before the war, markets on the European Continent absorbed about 40 per cent. of Argentine and Brazilian exports, at least 30 per cent. of Chilean products, excluding nitrate, and some 25 per cent. of Peruvian exports, to mention only four of the republics.

But the war has changed that picture out of all recognition. In the past, trade between the Latin American republics was negligible. In 1938, of the total Latin American exports, only 6 per cent. were



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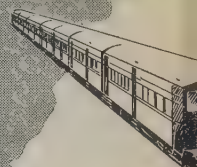
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Brazil: Rua Debret 23-salas
412/415, (Castelo), Rio de
Janeiro (Caixa Postal 3164)
and at Sao Paulo (Caixa
Postal 3005).



METROPOLITAN-VICKERS ELECTRICAL

P O R T

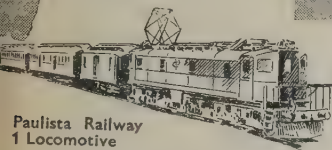


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Above. One of the 48 trolleybuses in Wellington, New Zealand, whose trolleybus fleet is exclusively fitted with Metrovick electrical equipment.

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sold to other Latin American republics ; and of the total imports, only 9 per cent. were drawn from other Latin American countries. In 1945, these proportions had risen to 16.7 per cent. for the exports, and no less than 25.5 per cent. for the imports.

By 1948 U.S.A. imports from Latin-America had risen 330 per cent as compared with pre-war ; U.S.A. exports to Latin-America had increased 560 per cent.

CAPITAL IN LATIN-AMERICA.

According to "The South American Journal" British investment in Latin-America amounted in 1948 to £632,822,869. Interest on this averaged 2.9 per cent. and no interest was paid on £251,806,111. The investment is distributed as follows :—Government Bonds, £206,145,017, with an average interest paid of 2.0 per cent. ; Railways, £176,215,252, average interest paid, 0.6 per cent. ; Miscellaneous, £236,018,132, bearing an average interest of 5.1 per cent. ; Banks and Shipping, £14,444,468, with an average interest of 6.6 per cent. During ten years British investment in Latin America has been nearly halved.

United States capital directly invested in Latin-America is estimated by the Department of Commerce, Washington, at \$3,250,000,000. The return on this investment in 1946 was \$261,000,000, as compared with \$220,100,000 in 1945.

HYGIENE AND HEALTH.

Hygiene and Health:—*Visitors to the principal centres have no more reason to fear sickness than at home.* Medical aid is at hand upon the voyage, and English-speaking physicians practise in all the more important cities, where there are also hospitals equipped with all the refinements of medical science. Druggists' shops are numerous, and all the leading English and American preparations can be bought. Public sanitation has made such strides that epidemic diseases have been brought to really manageable proportions. The temperate parts of South America are quite as healthy as England, and in the tropics ill-health is more frequently caused by heedlessness than by inevitable causes.

Precautions in the *tropics* are very simple, but they should be observed. Some travellers have themselves inoculated against typhoid fever before starting the journey ; this is a wise precaution. To prevent malaria, a five-grain tablet or capsule of quinine should be taken every night—say a hundred capsules for a three-months' trip. A small bottle of chlorodyne as a remedy for dysentery is occasionally useful. A supply of purgative medicine (pills or salts) is also essential.

Travellers should make a special point of never sitting in damp clothes, even for five minutes ; a complete change should be made after a hot journey at the first opportunity. Also avoid drinking the water of the country—not that it is invariably bad, but it may be. Always wear a hat. Do not take chilling showers. Be careful of your food. It is a very good plan never to drink anything but



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bottled water, never to eat surface vegetables or unpeeled fruits, and to eat meals only when well cooked and served at a reliable hotel. Pork should always be avoided. Perhaps the best single rule is to accept the advice of English and American families that have lived a long time in the tropics.

Upon steamer trips on tropical rivers a folding mosquito canopy is essential, and preferably one going into small compass. Gloves to protect the hands against mosquitoes while on deck, high shoes to protect the ankles, and a gauze canopy for the face and neck should be carried. The conditions on certain river steamers make changes of bed-linen and an air pillow necessary.

To ward off mosquitoes, oil of citronella, sparingly applied to the exposed parts of the skin, is very effective. The oil may be used pure or in mixture, as for example :—*Ol. Citronella* ʒii ; *Spiritus Camphor* ʒii ; *Ol. Cedri* ʒi ; *Vaselina Liq.* ʒss, mixture. Certain of the proprietary preparations against mosquitoes and applied by spraying are recommended.

The warnings given by experienced travellers against the misuse of alcohol are well-founded and particularly so when travelling in high altitudes. No hard and fast rules about food can be laid down, but the wise traveller is temperate in all his habits.

Suitable Apparel:—The contents of one steamer trunk and one suitcase, and a handbag for soiled linen, meet the ordinary requirements of one person. Those who follow the regular routes are not more inconvenienced by heat and cold than in Europe or N. America. Light or heavy clothing should be taken according to the season, but those making a round trip of the country should supply themselves with both.

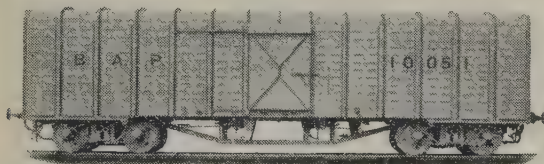
For the voyage through the tropics light tennis clothing can be recommended with cellular or thin woollen underwear. Cotton frocks in colours which withstand strong light and sea air are most serviceable, and rubber-soled shoes should be included. For country excursions light-weight tweed costumes and strong boots are preferable.

The most suitable clothing for the tropics is either two or three light-weight suits of the "Palm Beach" type or, better still, half a dozen suits of white duck ; these latter can be bought anywhere in Central America at a low price, and if carried, need not necessarily be got before leaving. A supply of thin cotton shirts, soft collars, and about a dozen light cotton union suits for underwear are essential. At least one ordinary worsted or serge suit, and one suit of woollen underwear, will be required for high altitudes ; a light overcoat is also useful for the same purpose.

A Panamá hat is the most suitable, but a soft felt hat should also be taken for high altitudes. A travelling cap is useful. In certain parts a sun helmet or solar topee is useful, but this may be bought locally.

Thin cotton socks and pyjamas are better than wool ; the latter is too hot for the greater portion of the journey. A light cotton dressing gown is also essential ; shower baths are a frequent necessity,

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and the bathrooms in the hotel are often some distance from the sleeping quarters. Moreover, there is in many cases no accommodation for dressing in the bathrooms themselves.

The remainder of the equipment will accord with personal taste. It should be borne in mind, however, that frequent laundering is necessary, and local laundries are sometimes destructive of good materials. The highest qualities of clothing are not essential.

South American women dress with elegance, and, consistent with moderation in the quantity of their baggage, lady passengers are well advised to take new and becoming clothes. Evening dress is *de rigueur* for men at the opera.

Expeditions into the more primitive parts of the tropics call for special equipment. Excursions ashore in the Amazonian forest are best done in thin khaki breeches and shirt. Leggings and ankle boots are better than field boots, being lighter and more easily packed. Leather luggage for the same region should be protected by green canvas or mackintosh coverings against rain. Rubber-flanged tin boxes containing some 56 lb. can be employed for packing any spare effects.

Change of Temperature :—In many tropical places there is a marked difference in temperature between the interior of cathedrals and the outer air. In the higher altitudes, colds may be contracted by entering these buildings. The danger of pulmonary disease is greater because of the rarity of the atmosphere, and a light overcoat should be carried. Precautions should be taken against sudden changes of temperature.

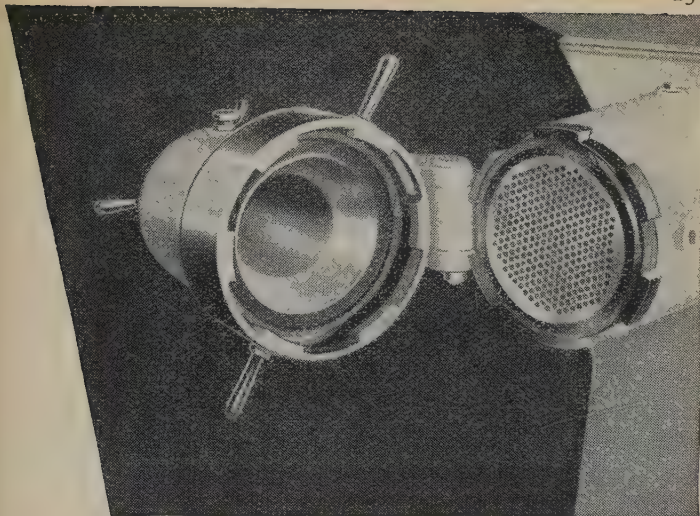
In making sudden ascents to the higher altitudes, travellers sometimes suffer from "soroche," or mountain sickness. Those with weak hearts are cautioned against a too rapid change. Travellers who wish to avoid the sickness usually divide the trip from the lowlands to the uplands of Peru or Bolivia into two stages, stopping *en route* at Arequipa or elsewhere. There are doctors in constant attendance on the trains. Walk slowly, and on flat feet. Don't drink liquors or take stimulants. At the first feeling of nausea ask for oxygen from the compressed tanks carried on the train.

Quarantine Regulations :—As a rule there is no delay. Port sanitation has improved greatly, and only in exceptional cases do Latin-American ports declare quarantine against each other. When travellers are detained the expense usually falls upon their own pockets.

Vaccination :—Access to some countries, including Brazil and Argentina, is barred failing evidence of recent vaccination. The traveller should thus be vaccinated before departure. The precaution is wise, and the traveller feels a greater security against possible infection from smallpox, particularly in out-of-the-way places. Inoculation against other diseases may be discussed with one's doctor.

CARE OF BAGGAGE.

As a general rule, heavy individual pieces of baggage should not be carried; two or three suitcases are far better than a wardrobe



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or steamer trunk. Journeys by mule back, or by aeroplane, make the use of these latter impossible, and involve repacking, or even leaving a portion of the equipment behind.

Instructions to Passengers:—Steamship companies make regulations with a view to the greatest expedition and security. The following notices are important :—

Only baggage packed in trunks and hand-packages can be transferred and accepted as "Baggage," and must consist only of the personal effects of passengers. Any article not coming within this description must be shipped as merchandise, and freight according to tariff paid thereon.

Labelling of Baggage:—All baggage should be securely fastened, painted with the owner's name, port of destination, and bear adhesive labels stating whether wanted on the voyage or not.

Passengers are recommended also to use the Alphabetical Labels which the various companies furnish. These assist rapid sorting both on board and in the Custom House.

Locking Baggage:—Trunks and bags should be securely locked. In especial, personal baggage should not be delivered into the hands of shore tout unless carefully locked in advance.

The traveller will find it advisable to bargain beforehand with the porters (variously known as Changadores or Cargadores) who carry baggage to the piers.

Insurance:—Baggage is conveyed entirely at the passenger's own risk, unless insured. Insurance can be effected at low rates through the shipping companies.

Size of Trunks:—Cabin baggage, to go under the berths, should not be more than 16 inches high, 24 inches wide, and 36 inches long.

Valuables:—Passengers are warned to look after small baggage in their cabins, especially while in port when strangers are on board. Valuables may be deposited with the ship's purser.

Funds should be carried in the form of travellers' cheques, which may be negotiated without difficulty almost anywhere in the various capitals. These are better than letters of credit, which necessitate calling at banks at possibly inconvenient hours. The cheques are most conveniently and safely carried in a light money belt, which could also be used for a liberal supply of local currency when making trips into the interior.

Arrangements can be made for cashing travellers' cheques through the branches or agencies of the chief international banks.

There is no need to carry weapons of any kind, and, in fact, these are better avoided.

EMPLOYMENT IN SOUTH AMERICA.

Emigration to South America in search of a living demands special precautions, and should in no case be undertaken without a sufficient guarantee of a satisfactory issue. Moneyless persons, speaking English only and inexperienced in the conditions of Latin-American life, are particularly cautioned against speculative emigration upon the bare chance of finding employment. The warning applies to skilled as well as unskilled workers of both sexes, and with especial force to heads of families.

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The indispensable qualifications for a post in Latin-America are : a thorough knowledge of the business or pursuit to be followed ; a speaking, reading and writing knowledge of Spanish or Portuguese (preferably both) ; an understanding of the economic geography of the southern countries ; and at least an acquaintance with the background story of the history of Latin-America.

Opportunities regularly occur for the satisfactory employment of men possessing technical or other qualifications which lend their services an exceptional value under local conditions. Notices of such openings appear from time to time in London and other newspapers, and frequently with the stipulation that a knowledge of Spanish or—for Brazil—of Portuguese is required. Employees are engaged for various branches of work through the British offices or agencies of international companies or business houses operating in South America, and are sometimes required to proceed abroad immediately. Often members of the existing staffs of such organizations trained in the routine of the business are appointed to South American vacancies. These posts are generally well paid and have attractive prospects. A large proportion of the Englishmen occupying high positions in business owe their success to beginnings made as subordinates in this way.

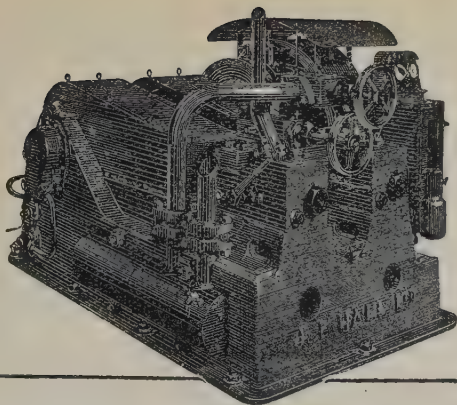
In accepting offers of employment a contract should be duly drawn up before departure and be authenticated before a consul of the country of destination. It should invariably provide for the payment of a return passage when the agreement expires. The terms should be supervised in the interest of the employee by one well acquainted with local conditions. For enforcement abroad it is advisable, and in some instances indispensable, that the contract and all relevant documents should be drawn up in Spanish.

Advice given by acknowledged authorities in various South American countries follows :—

In Argentina:—"I would particularly emphasize the absolute necessity of warning young men from coming to this country on speculation," writes Mr. Norman Macqueen, ex-General Secretary of the British Society in the Argentine Republic. "I have had some years' experience in the Employment Bureau in connection with this Society, and the tragedies, especially in the case of young girls, would fill a volume. It is no use coming here at all unless one has (1) at least a working knowledge of the Spanish language ; (2) a small capital to live on while looking for work, for living expenses are high, and a few pounds do not last long ; (3) all agreements, letters, contracts, etc., are written in Spanish, and visé by the Argentine Consul in London, because agreements in English are not binding."

To this informed advice may be added the words of "The Review of the River Plate" :—

"Unattached and unsupported British immigration, when the immigrant has little more than a few dollars in his pocket on landing, must still be discouraged by all thoughtful people who know how difficult it is to find employment for persons coming within this category, except when such employment is more in the nature of indirect charity than a real adjustment to the needs of supply and demand."

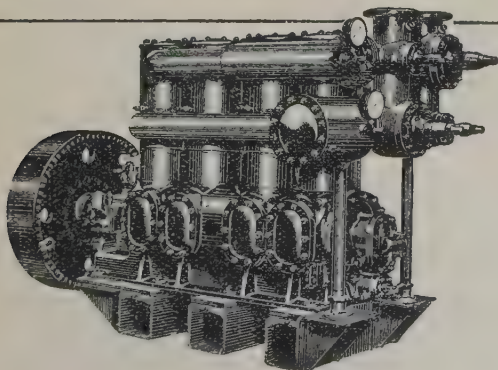


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Opportunities in Argentina are favourable when rightly used. "Secure a job upon contract and, while serving diligently in it, study the conditions of the country and then decide," is the advice tendered by Captain Vincent Lloyd, a late member of the British community in Buenos Aires. The following further hints are from the same source :—

"The best way to start a farming career is to work for board and lodgings upon an estancia, living with the farm-hands and gaining experience.

"Appointments upon estancias are obtained by direct introduction or through firms of estancia agents in Buenos Aires.

"An Englishman of modest capital should conserve it and acquire experience with a view, possibly, to pooling his resources later. The days of big and easy fortunes are over, but good livings can be made by men of prudence, character, energy, and skill."

In Brazil:—In the opinion of the British Chamber of Commerce, Rio de Janeiro, Brazil is not an eligible country for British emigrants in general. The scale of payment which is enough for native-born workers and the generality of immigrants does not give the British emigrant even a moderate standard of comfort. The available labour supply includes workers skilled in agricultural, industrial, and office work, of whom many are also accomplished linguists.

It may be said that, except for men whose special qualifications make them valuable, Brazil has little to offer adventurous young Britishers who wish to try their luck. For a married man, with or without family, to arrive without satisfactory employment previously arranged is madness.

In Chile:—A Commercial Secretary of the British Legation in Chile says that "no British subject, either male or female, should come to Chile except upon a definite contract, one of the stipulations in which should be that their return fare to Great Britain is paid upon its termination.

"As in the case of nearly all Latin countries, the few experiments of importing British emigrants and manual workers without technical knowledge have been a complete failure. Large British and foreign business firms and banks, however, offer positions with a considerable future to junior clerks. However, it is of vital importance that all contracts should be revised on behalf of the applicants by a friend or other suitable party who knows local conditions."

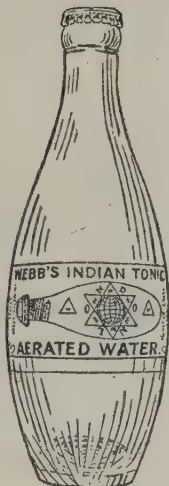
In Colombia:—The following passage is from a report to the Department of Overseas Trade :—

"The fact that Colombia is a virtually undeveloped country, and that its population is relatively small having regard to its economic potentialities, may tempt unreflecting persons to emigrate thither, assuming as a matter of course that they will find remunerative employment waiting for them. . . . No warning against such an illusion can be too strongly given. Except for those possessed of ample capital, or who enter the country after having secured definite

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employment under a contract valid by Colombian law, there is no opening for foreign immigrants and no prospects other than a grave risk of failure and impoverishment. It should not be forgotten, moreover, that destitution involves a fall considerably beneath the lowest standard of living which normally prevails, at least in the United Kingdom The observations made above apply even more strongly to women and girls seeking domestic employment in Colombia as nurses, governesses or companions."

Air Mail from Britain :—Air mail correspondence from Britain for Mexico, Central and South America, the West Indies and the Falkland Islands is now sent by air *via* the North Atlantic or South Atlantic routes, whichever at the time of posting happens to be the quicker route. No superscription denoting the route is therefore necessary. The routing should be left to the discretion of the Post Office.

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Letters sent by these services should carry the usual blue air mail label at the top left hand corner on the address side. Alternatively, *By Air Mail* must be written boldly in the same position.

International Telephone Services :—The normal public telephone services with other countries and with ships at sea have been resumed.

SPANISH AND PORTUGUESE TERMS.

DAYS OF THE WEEK.

			SPANISH.			PORTUGUESE.
Sunday	..	..	Domingo	..	..	Domingo
Monday	..	..	Lunes	..	..	Segunda feira
Tuesday	..	..	Martes	..	..	Terça feira
Wednesday	..	..	Miércoles	..	..	Quarta feira
Thursday	..	..	Jueves	..	..	Quinta feira
Friday	..	..	Viernes	..	..	Sexta feira
Saturday	..	..	Sábado	..	..	Sabbado

MONTHS OF THE YEAR.

January	..	..	Enero	..	..	Janeiro
February	..	..	Febrero	..	..	Fevereiro
March	..	..	Marzo	..	..	Março
April	..	..	Abril	..	..	Abril
May	..	..	Mayo	..	..	Mai
June	..	..	Junio	..	..	Junho
July	..	..	Julio	..	..	Julho
August	..	..	Agosto	..	..	Agosto
September	..	..	Setiembre	..	..	Setembro
October	..	..	Octubre	..	..	Outubro
November	..	..	Noviembre	..	..	Novembro
December	..	..	Diciembre	..	..	Dezembro



OB.89

'Presidente Peron' in service

When the 12,500-ton 'Presidente Peron' was handed over on the 12th July, 1949, she made Argentine shipping history. For their entry into the London/Buenos Aires trade, the Instituto Argentino de Promocion

del Intercambio ordered three passenger-cargo vessels from the Vickers-Armstrongs' yards. The second ship, 'Eva Peron', was launched in August 1949 and the third is under construction at Barrow.

Vickers-Armstrongs



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TIMES AND SEASONS.

	SPANISH.	PORTUGUESE.
The afternoon	La tarde	A tarde
Christmas Eve	La nochebuena	A vespera de Natal
The day	El día	O dia
Day after tomorrow	Pasada mañana	Depois de amanhã
Easter	La Pascua	A Pascoa
A fortnight	Una quincena	Uma quinzena
Half an hour	Media hora	Meia hora
Holidays	Las vacaciones	As ferias
Last month	El mes pasado	O mez passado
Lent	La cuaresma	A quaresma
Midday	El mediodía	O meio dia
Midnight	La media noche	A meia noite
Minute	El minuto	O minuto
Month	El mes	O mez
Morning	La mañana	A manhã
New Year's Eve	La vispera de año nuevo	A vespera de anno born
A second	Un segundo	Um segundo
Today	Hoy	Hoje
Tomorrow	Mañana	Amanhã
Tonight	Esta noche	Esta noite
Week	La semana	A semana
Whitsuntide	El Pentecostés	O Pentecoste
Year	El año	O anno
Yesterday	Ayer	Hontem
Spring	La primavera	A primavera
Summer	El verano	O verão
Autumn	El otoño	O outono
Winter	El invierno	O inverno
O'clock:—1.0	La una	Uma hora
5.0	Las cinco	Cinco horas
4.30	Las cuatro y media	Quatro e meia
4.45	Las cinco menos cuarto	Cinco horas menos quinze

(N.B.—In Argentina, as in Uruguay, time p.m. is denoted as 13 (*Las trece et seq.*).

TRAVELLING.

Arrival	La llegada	A chegada
Bill	La cuenta	A conta
Boat	El bote	O barco ; o bote
Boarding house	La casa de huéspedes	A casa de commodes a pensão
Cab	El coche	O'cabriolé
Cabin	El camarote	O camarote
Coffee-room	El café	O café
Custom House	La aduana	A alfandega
Deck	La cubierta	O convéz
Departure	La salida	A sahida
Embark, to	Embarcar	Embarcar
Fare, the	El pasaje	O passageiro
Guide	El conductor : el guía	O guia ; O conductor
Hall-porter	El portero	O porteiro
Land, to	Desembarcar	Desembarcar
Landlord	El fondista : el propietario	O dono da casa (popular)
Lavatory	El lavatorio	O lavatorio
Lifebelt	La salvavida	A salvavida
Lift	El ascensor ; el elevador	O elevador
Lodgings	Los curartos ; hospedaje	Os aposentos
Luggage	El equipaje	A bagagem
Luggage label	La etiqueta	O rótulo
Motor-bus	El omnibus	O omnibus
Motor-car	El automóvil	O automovel
No	No (Señor)	Não (Senhor)
Railway	El ferrocarril	A estrada de ferro
Railway station	La estación	A estação
Receipt	El recibo	O recibo
Rug (travelling)	La manta de viaje	A manta

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	SPANISH.	PORTUGUESE.
Sleeping car.. ..	El coche dormitorio	O carro dormitorio
Smoking room	El fumadero	A sala de fumar
Station master	El jefe de estación	O chefe d'estação
Steward	El camarero	O moço ; o camareiro
Stewardess	La camarera	A camarêira
Street	La calle	A rua
Ticket	El boleto	O bilhete
Time-table	El itinerario	O horário
Tip	La propina	A gorjeta
Train	El tren	O trem ; o combolo
Traveller	El viajero	O viajante
Waiter	El mozo	O moço (also 'garçon')
Waiting room	La sala de espera	A sala de espera
Yes	Si (Señor, Señora or Señorita)	Sim (Senhor, Senhora, or Senhorita)

FOOD AND DRINK.

Bacon	El tocino	O toucinho
Beef	La carne de vaca	A carne de vacca
Beer	La cerveza	A cerveja
Bottle	La botella	A garrafa
Bread	El pan	O pão
Breakfast	El desayuno	O almoço
Butter	La manteca	A manteiga
Cake	La torta ; pastel	O bolo ; a torta
Champagne	Vino de Champaña	A Champanha
Cheese	El queso	O queijo
Chocolate	El chocolate	O chocolate
Cigar	El cigarro	O charuto
Cigarette	El cigarillo	O cigarro
Claret	Vino tinto	O clarete
Cocoa	El cacao	O cacao
Coffee (black)	El café solo	O café preto; o café puro
Coffee (with milk)	El café con leche	O café com leite
Cream	La crema	A nata
To dine	Comer	Jantar
Dinner	La comida	O jantar
Drink	La bebida	A bebida
Dry	Seco	Seco
Egg	El huevo	O ovo
Eggs and Bacon	Huevos y tocino	Ovos com toucinho
Fowl	El ave	A ave
Fried	Frito (a)	Frito
Fruit	La fruta	A fructa
Hungry (I am)	Tengo hambre	Tenho fome
Knife	El cuchillo	A faca
Lamb	El cordero	O cordeiro
Marmalade (or Jam)	La mermelada	A geleia ; o doce
Meat	La carne	A carne
Milk	La leche	O leite
Mineral water	El agua mineral	A agua mineral
Mustard	La mostaza	A mostarda
Mutton	La carne de carnero	A carne de carneiro
Omelet	La tortilla	A omeleta(also omelette)
Pear	La pera	A pera
Pepper	La pimienta	A pimenta
Plate	El plato	O prato
Pork	La carne de puerco	A carne de porco
Ripe	Maduro	Maduro
Salt	La sal	O sal
Siphon	El sifón	O siphão
Smoking	Fumante	Fumando
Soup	La sopa	A sopa
Spoon	La cuchara	A colher
Sugar	El azúcar	O assucar
Thank you	Gracias	Obrigado

	SPANISH.	PORTUGUESE.
Veal	La carne de ternera ..	A carne de vitella
Vegetables	Los legumbres ..	Os legumes
Water	El agua ..	A água
Wine	El vino ..	O vinho

APPAREL.

Boots	Las botas ..	As botinas
Braces	Los tirantes ..	Os suspensorios
Brush	El cepilló ..	A escova
Clothes brush	El cepillo de ropa ..	A escova de roupa
Coat	La casaca ..	A casaco
Collars	Los cuellos ..	Os collarinhos
Cuffs	Los puños ..	Os punhos
Curling tongs	El rizador ..	Os encrespadores
Dress	El vestido ..	O vestido
Evening dress	El traje de etiqueta ..	Traje a rigor
Fur	La piel ..	A pelle
Gloves	Los guantes ..	As luvas
Hairpins	Las horquillas ..	Os grampos
Handkerchief	El pañuelo ..	O lenço
Hat	El sombrero ..	O chapéo
Jewellery	Las joyas ..	As joias
Necktie	La corbata ..	A gravata
Nightgown	El camisón ..	O camisão; a camisola
Overcoat	El sobretodo; el abrigo ..	O sobretado
Parasol	El quitasol ..	O guarda-sol
Purse	La bolsa ..	A bolsa
Razor	La navaja; Maquina para razurar	A navalha de barba
Ring	El anillo; la sortija ..	O anel
Shoes	Los zapatos ..	Os sapatos
Skirt	La falda ..	A sala
Slippers	Las zapatillas ..	A chinela
Soap	El jabón ..	O sabão
Sponge	La esponja ..	A esponja
Stockings	Las medias ..	As meias
Stud	El botón de camisa ..	O botão de collarinho
Towels	Las toallas ..	As toalhas
Trousers	Los pantalones ..	Aa calças
Umbrella	El paraguas ..	O guarda-chuva
Waistcoat	El chaleco ..	O collete
Watch	El reloj ..	O relógio

CARDINAL NUMBERS.

1	Uno (m) una (f) ..	Um (m) uma (f)
2	Dos ..	Dois (m) duas (f)
3	Tres ..	Tres
4	Cuatro ..	Quatro
5	Cinco ..	Cinco
6	Seis ..	Seis
7	Siete ..	Sete
8	Ocho ..	Oito
9	Nueve ..	Nove
10	Diez ..	Dez
11	Once ..	Onze
12	Doce ..	Doze
13	Trece ..	Treze
14	Catorce ..	Quatorze
15	Quince ..	Quinze
16	Dieciseis ..	Dezaseis
17	Diecisiete ..	Dezasete
18	Dieciocho ..	Dezoito
19	Diecinueve ..	Dezanove
20	Veinte ..	Vinte
21	Veintiuno (a) ..	Vinte e um
22	Veintidos ..	Vinte e dois

			SPANISH.			PORTUGUESE.
23	..	..	Veintitres	..	..	Vinte e tres
24	..	..	Veinticuatro	..	..	Vinte e quatro
25	..	..	Veinticinco	..	..	Vinte e cinco
26	..	..	Veintiseis	..	..	Vinte e seis
27	..	..	Veintisiete	..	..	Vinte e sete
28	..	..	Veintiocho	..	..	Vinte e oito
29	..	..	Veintinueve	..	..	Vinte e nove
30	..	..	Treinta	..	..	Trinta
31	..	..	Treintiuno (na)	..	..	Trinta e um
32	..	..	Treintidos,* etc.	..	..	Trinta e dois
40	..	..	Cuarenta	..	..	Quarenta
50	..	..	Cincuenta	..	..	Cincoenta
60	..	..	Sesenta	..	..	Sessenta
70	..	..	Setenta	..	..	Setenta
80	..	..	Ochenta	..	..	Oitenta
90	..	..	Noventa	..	..	Noventa
100	..	..	Cien, ciento	..	..	Cem, Cento
101	..	..	Ciento uno (una f)	..	..	Cento e um
200	..	..	Doscientos (m)	..	..	Duzentos (a)
			Doscientas (f)			
300	..	..	Trescientos	..	..	Trezentos
400	..	..	Cuatrocientos	..	..	Quatrocentos
500	..	..	Quinientos	..	..	Quinhentos
600	..	..	Seiscientos	..	..	Seiscentos
700	..	..	Setecientos	..	..	Setecentos
800	..	..	Ochocientos	..	..	Oitocentos
900	..	..	Novcientos	..	..	Novcentos
1,000	..	..	Mil	..	..	Mil
1,001	..	..	Mil uno (una)	..	..	Mil e um (una)
1,100	..	..	Mil ciento	..	..	Mil e cem
1,101	..	..	Mil ciento uno	..	..	Mil cento e um
1,200	..	..	Mil doscientos	..	..	Mil e duzentos
2,000	..	..	Dos mil	..	..	Dois mil
100,000	..	..	Cien mil	..	..	Cem mil
200,000	..	..	Doscientos mil	..	..	Duzentos mil
500,000	..	..	Quinientos mil	..	..	Quinhentos mil

* The compound numbers (16 to 99, except the even tens) can also be spelt diez y seis, veinte y dos, cuarenta y cinco, etc.

ORDINAL NUMBERS.

1st	..	..	Primero	..	..	Primeiro
2nd	..	..	Segundo	..	..	Segundo
3rd	..	..	Tercero	..	..	Terceiro
4th	..	..	Quarto	..	..	Quarto
5th	..	..	Quinto	..	..	Quinto
6th	..	..	Sexto	..	..	Sexto
7th	..	..	Septimo	..	..	Setimo
8th	..	..	Octavo	..	..	Oitavo
9th	..	..	Noveno, nono	..	..	Nono
10th	..	..	Décimo	..	..	Decimo
11th	..	..	Undécimo or décimo primero	..	..	Undecimo
12th	..	..	Duodécimo or décimo segundo	..	..	Duodecimo
20th	Vigésimo	Vigesimo
21st	Vigésimo primero, etc.	Vigesimo-primeiro, etc.

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ON THE WAY TO SOUTH AMERICA

(DIRECT) DISTANCE TABLES.

EUROPE TO RIVER PLATE.

The distance from port to port is to be read at a glance in the table below ; thus Southampton to Pernambuco (*direct*)—3,954 miles ; Lisbon to Buenos Aires (*direct*)—5,320 miles.

Southampton.												
83|Cherbourg.												
551		503		Coruna.								
648		600		124		Vigo.						
706		658		186		78		Lelxoes.				
866		818		343		240		177		Lisbon.		
1311|1263|783|702|652|528|Madeira.												
2345		2297		1817		1737		1685		1551|1041|St. Vincent.		
3954		3906		3428		3346		3293		3155|2651|1614|Pernambuco.		
4338		4290		3814		3730		3677		3540|3035|1998|389|Bahia.		
5023		4975		4497		4414		4362		4222|3720|2684|1075|747|Rio de Janeiro.		
5210		5162		4684		4601		4549		4409|3907|2871|1262|934|208|Santos.		
6007		5959		5481		5398		5346		5206|4704|3668|2059|1731|1028|884|Monte Video.		
6121		6073		5595		5512		5460		5320|4818|3782|2173|1845|1142|998|114|Buenos Aires.		

DISTANCES FROM PANAMÁ.

Southampton—Panamá ..	4,641 miles	Liverpool—Panamá ..	4,674 miles
New York—Panamá ..	2,016 miles		

WEST COAST DISTANCES.

Panamá.							
1340	Callao.						
1783	449	Mollendo.					
1912	581	139	Arica.				
1980	646	219	107	Iquique.			
2137	806	428	323	223	Antofagasta.		
2449	1127	781	697	598	392	Coquimbo.	
2615	1299	962	881	780	576	199	Valparaiso.

DISTANCES FROM NEW YORK.

(British Admiralty Tables.)

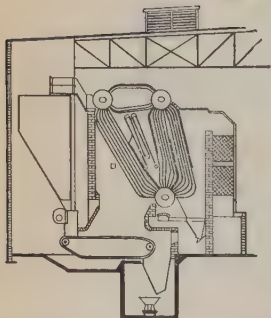
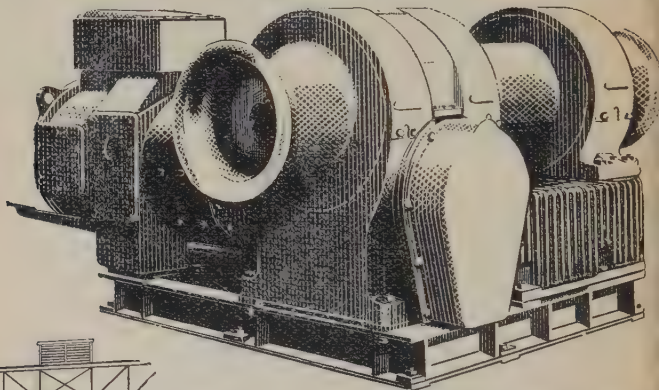
New York to :—	Miles	New York to :—	Miles
Pará ..	2,855	Rio Grande (R. G. do Sul) ..	5,451
Pernambuco ..	3,670	Montevideo ..	5,727
Bahia ..	4,057	Buenos Aires ..	5,838
Rio de Janeiro ..	4,743	Bahia Blanca ..	6,120
Santos ..	4,930	Magallanes (Punta Arenas)	6,981

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The ports of call on the way from Europe or the United States to South America vary according to the voyage and to the individual arrangements of the steamship companies. Brief descriptions are given here of intermediate points lying upon the main ocean routes, and also of some others which are less often visited. Some particulars are given of attractions in the vicinity, even though visits to the interior may not always be practicable to through passengers. Upon any of the main routes the voyage can be made in complete comfort and, indeed, luxury.

The steamers carrying passengers to South America are specially designed for the trade and are noted for their comfort, cleanliness, and discipline. They are fitted with artificial heating for cold weather, and with ventilating systems to relieve oppressive heat in the tropics. The appointments of the larger vessels are strikingly magnificent, with a first-class orchestra for concerts, dances, and fancy dress balls ; a gymnasium (in charge of an expert instructor) ; an open-air swimming-bath available for the greater portion of the voyage ; and full facilities for deck games and sports.

Full enjoyment of the social opportunities depends largely upon the passengers themselves, who contribute to their own and the general pleasure by forming committees for the organization of games and other gatherings.

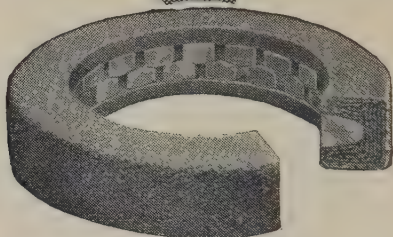
SANTANDER.

Santander, upon the north coast of Spain, is a regular port of call for P.S.N.C. steamers from Liverpool to the West Coast of South America, and normally a stay of two to three hours is made. The port is 685 nautical miles from Liverpool, has 100,000 inhabitants, and is placed picturesquely upon the bay. The natural charm of the coast, the fine beaches, and the favourable climate have made it into a fashionable seaside resort of international reputation. The town enjoys the patronage of the most select Spanish society, who stay at the fine hotels or in their own sumptuous villas. Many national sporting events, such as tennis and golf championships, yacht races, etc., are held there annually. Students from all over the world attend the Summer University.

Places of Interest:—The old and the new towns are distinctly separate. The former is on a hill crowned by an old castle, its streets narrow and tortuous. The Cathedral, a 13th century Gothic building, has a crypt which is worth visiting. In the lower (the new town) the wide, straight thoroughfares lined with beautiful trees, are flanked by fine buildings and handsome residences. Surmounting the rocky promontory which forms the eastern arm of the Bay of Santander, is the splendid Royal Palace of Magdalena, set in extensive grounds which include a large polo field. On the far side of this peninsula and a little to the west lies the Sardinero Beach bordering the Bay of Sardinero, a beach of fine golden sand with safe and sheltered bathing. Many of the best hotels and villas are along the shore, which is approached from the landing place by the famous Avenida de la Reina Victoria. At the back of Santander lies a chain of sheltering mountains known as the "Picos de Europa" (Peaks of Europe). The highest (Torre de Cerrredo) does not exceed 9,000 feet, but the rise from sea level is so abrupt that they are most impressive. There is an entrancing variety of scenery—glaciers, ravines, peaks and precipices. A number of pleasant walks and drives may be made in this area. Nineteen miles from Santander, at Santillana del Mar, are the famous caves of Altamira, with their pre-historic paintings.

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LA CORUÑA.

La Coruna, on the north-western coast of Spain, is served by the principal vessels sailing between England and South America. It is a main line terminus from which expresses with dining and sleeping-cars run daily to and from Madrid and the frontier.

The town is associated in English memory with Sir John Moore, who, when driven from the interior by Napoleon, turned upon Soult in January 1809 and administered a check which enabled the British forces to escape to the ships. His grave lies in the Garden of San Carlos on the outskirts of the town. The ruins of the port gates are memorable as those from which Philippe II sailed to marry Mary Tudor, and Charles V for his coronation as Emperor of Germany.

The upper town on the mountain side is walled by ancient battlements, but the lower town has many new buildings. During the "Horas de Paseo" the general animation and gaiety is almost Parisian in its atmosphere.

Santa María del Campo, the principal church, is a small Gothic building with three naves, a Norman porch and a pyramidal tower. The church of San Jorge (Plaza de San Jorge) contains two famous paintings, "Annunciation" and "Purgatory," by Pierre Vanderlaken. There is a fine fifteenth-century bas-relief in the side tower of the Capucine convent (Calle de Panaderas). There are charming motor drives in the neighbourhood, and many good trout streams.

Landing:—Vessels usually berth at the quays.

Conveyances:—Electric trams and motor-cars.

Hotels:—		Address.	Per day.
Finisterre	..	Paseo del Parrote	125-175 pesetas
Embajador	..	Marina	50-120 "
Atlantico	..	Paseo Mendez-Núñez	50-60 "
Palas	..	Cantón Grande	50-70 "
España	..	Calle Juana de Vega	35-40 "
Roma	..	Calle de Castelar	30-40 "
Continental	..	Calle de Castelar	Rooms only 10 "

Excursions:—Tram to Sada; motor to Arteijo, Carballo and Santiago de Compostela; train to Ferrol and to Santiago de Compostela.

VIGO.

Mail steamers call, but do not usually stay for long (outwards, 5; homewards, 2 hours). The Bay is 20 miles long by 3 miles wide, with very deep water and is large enough to hold all the world's navies. Cabo Estay on the south and Sobrino Point on the north guard an opening nine miles wide. The rocky and picturesque Islas Cies form a complete natural breakwater against westerly gales. The City, nine miles up the southern shore of the Bay, is modern, has 150,000 inhabitants and beautiful massive stone houses. It looks remarkably clean and well kept and is beautifully set, rising tier by tier up a steep hill from an avenue of plane trees at the base to a citadel crowning the height.

This Citadel, called "El Castro," built by Philippe IV, was formerly one of the three forts that guarded the town. To-day it is surrounded by a beautiful park, easily reached by car, from which an almost aerial view may be obtained. It is provided with a good restaurant where excellent meals may be had.

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Another spot for sight-seeing is mount "La Guia," from which a sidelong view of the town may be obtained. A visit to Castrelos Palace is also recommended. It is an antique building converted into a museum, surrounded by lovely gardens, where the Head of State resides when in Vigo.

Notable buildings include the principal church (Doric Greek), standing in the Plazuela de la Iglesia. The Theatre Garcia Barbon, the Casino, and the Rosalia de Castro Picture House, all in one building, are in the Calle Policarpo Sanz. There are other picture houses besides. The agency of the Royal Mail Lines, Limited, where an English-speaking staff is engaged, is near the quay. Also on the sea front is the new building of the Royal Nautical Club, in the shape of a ship. It is supposed to be one of the finest in Europe.

Conveyances:—Open or closed motor cars, ptas. 50 and 40 for large and small cars respectively, within the limits of the town, and per hour. Cars engaged to leave the town are charged by the distance at the rate of ptas. 3.50 and ptas. 2.50 per kilometre for large and small cars respectively.

Cables:—The Eastern Telegraph Co., Ltd., Calle Taboada Leal 40.

Hotels.	Address.	Per day.
Continental ..	Avenida Canovas del Castillo ..	60-100 pesetas.
Moderno ..	Calle Polocarpa Sanz 5 ..	60-75 "
Universal ..	Avenida Canovas del Castillo ..	40-60 "
Alameda ..	Plaza Compostela ..	35-45 "

Prices include meals except at the Alameda.

Excursions:—By motor launches to the Island of San-Simon, Puente Sampayo, and other picturesque spots up the river. Ferry boats leave hourly for Cangas and Moaña, fishing villages on the north of the bay, from which there are pleasant walks to hamlets in the interior. Three admirable beaches are within easy distance. Samil Sands, the best for bathing, is 20 minutes' electric tram ride; Bayona beach, famous for its sunsets, is one hour's electric tram journey; Playa America has a good small hotel and villas to let. At the Club de Campo (Country Club) tennis may be played by special permission.

In a couple of hours a tour can be made by motor car to "El Castro" and "La Guia" mounts, as well as to Castrelos Palace, which affords a magnificent idea of the town.

OPORTO.

Leixões is the seaport for Oporto. It has been secured from storms by two great jetties seen on either side as the steamer enters the harbour. It is served from Oporto, 5 miles away, by both standard and narrow gauge railways.

Hotel: Hotel Portomar (80-180 escudos).

Passengers and baggage are taken ashore in rowing boats at 3 escudos per head, and 1.20 escudos per package; minimum payment per rowing boat, 15 escudos. Charges per motor or steam launch are 50 per cent. higher. Landing and embarking charges are doubled in rough weather, the signal for which is a blue flag over the Harbour-master's office. Certain passenger ships, however, can now embark and land their passengers at the quays of the large, new basin.

Oporto has several public squares. The largest is the Praça da Liberdade, with a fine bronze statue of Dom Pedro IV. All over the city are fountains and well laid-out promenades. The Sunday promenade in the Crystal Palace gardens is especially fashionable.

Many of the dwellings date from the sixteenth century. The streets of the old town are narrow and tortuous, although there are striking modern boulevards. Good examples of the latter are the Rua dos Clerigos, the streets of Santo Antonio and Santa Catarina, and the Rua das Flores (the "Regent Street" of Oporto). The last-named shows beautiful examples of the local gold and silver filigree work.

The cathedral (Sé) has a fine interior, including a solid silver altar

and retable. The church of São Francisco, close to the Bolsa (Exchange), is a mass of delightful carving of the fifteenth and sixteenth centuries. The Clerigos church has the highest spire in Portugal (246 ft.). This dominates the city from every point. The post office lies in Praça da Batalha, east of the Central Station.

A remarkable bridge—the Ponte de Dom Luiz Primeiro—is a quarter of a mile to the south of the Praça da Liberdade. It crosses the Douro in a single span of 560 ft. at a height of 120 ft. The engineer of this bridge, and of one higher up the gorge, was Eiffel, who designed the Eiffel tower. From the monastery between these bridges the Duke of Wellington launched his attack upon the French General Soult.

Cathedral Hill and Victory Hill look down upon the River Douro, which flows through an area famous the world over for its port wine. The wine is brought by rail and river from the grape-growing district to the wine lodges at Vila Nova de Gaia (seen across the river from the city), whence this valuable local monopoly is shipped.

Conveyances:—There is a good service of electric trams. The City is served by 3 railway stations; São Bento is the terminus for the main lines which branch off north and south at Campanha on the outskirts of the town; the Trindade Station, also at the centre of the City, is the terminus of the narrow gauge railway going north.

Landing:—Launches and rowing boats.

Hotels:—Grande Hotel do Imperio, Praça da Batalha (80-295 escudos); Grande Hotel do Porto, Rua Santa Catarina (70-150 escudos), Hotel de Paris in Rua da Fabrica (50-85 escudos); Grande Hotel da Batalha, Praça da Batalha (70-110 escudos), including meals.

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LISBON.

The south-western coast of Portugal is low-lying and looks insignificant from the sea. At length there is a gap, and the vessel steams up the estuary of the Tagus. The scenery changes, and we see the Rome of the Iberian Peninsula, Lisbon, standing out in all the majesty of her seven hills. The city rises in picturesque terraces, a most striking spectacle. Many of the houses are faced with tiles, often in a rich blue.

Mail steamers to South America from Southampton and London moor alongside the quay at Alcantara or the Posto de Desinfecção. Passengers like to visit the famous "Black Horse Square" (Praça do Comercio), so named from the bronze equestrian statue of José I in the centre. Almost all the buildings in this square are Government buildings. On the east is the Bolsa (Exchange) and the Custom House, and on the west the Post Office. Lisbon has other fine squares, including the Praça do Municipio, with a curious marble pillar, and the Praça Rocio. Camoëns Square, with its monument to the great poet, and the grand "Avenida da Liberdade," should not be missed.

The Cathedral or Basilica of St. Vincent preserves in part its original Gothic architecture, and in part the French style of Louis XIV, introduced when the building was restored after an earthquake. It contains the bones of St. Vincent, the patron saint of Lisbon. The legends of the Sacred Ravens are shown in blue and white tiles round the walls.

The Church of San Roque, despite a mean exterior, has rare marvels within. Its crowning glory is the Chapel of St. John the Baptist, to the right of the High Altar. Other sacred buildings worth visiting are São Vicente de Fora (on rising ground east of the cathedral), the Estrela Church (dominating the west of the city), and Nossa Senhora da Conceição Velha (Rua da Alfandega, off the east side of Black Horse Square). The Castelo de S. Jorge, the Museu Militar (daily, 10 till 3), and the Museum of Contemporary Art, Rua Serpa Pinto (daily, except Sundays), are all well worth a visit.

Other points of interest include the Museum of Arte Antiga at the Janelas Verdes, where there is a good collection of art treasures; the Palacio da Assembleia Nacional (Parliament House) in Largo da São Bento, on the west side of the city; Museu Nacional das Belas Artes (open Sundays and Thursdays, 11 a.m. to 4 p.m.; other days, mid-day to 2 p.m., by application); Museu Archeologico do Carmo (antiques, etc., open daily 10 a.m. to 4 p.m.; charge 1 escudo); Academia das Sciencias (Rua do Arco de Jesus, open week days, 10 a.m. to 3 p.m.); Botanical Gardens (north-west of Rocio Square), said to be the finest in Europe; Estufa Fria (Fernery and Rock Gardens) in King Edward VII Park, at the top of Avenida Liberdade; Bull-ring (in Praça do Campo Pequeno), bull-fights in summer; the Estadio Nacional (Stadium), seating 60,000 people, in the Vale do Jamor, 10 minutes by road; National Library, north-west of Black Horse Square, with many rare MSS. and books. Inclined railways and street lifts carry pedestrians from terrace to terrace. The waterworks of Lisbon are remarkable.

Borrow's description is quoted from his "Bible in Spain" (1842):

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I boldly say that there is no monument of man's labour and skill pertaining either to ancient or modern Rome, for whatever purpose designed, which can rival the waterworks of Lisbon. I mean the stupendous aqueduct whose principal arches cross the valley to the north-east of Lisbon, and which discharges its little runnel of cool and delicious water within that beautiful edifice called the Mother of the Waters, from whence all Lisbon is supplied with the crystal lymph.

Conveyances :—Electric trams, buses, and motor cars. Elevators and inclined railways connect the upper and lower towns.

Railway Stations :—(1) Estação Rocio (Central Station), the principal terminus for inland routes.

(2) Estação de Barreiro, on the south side of the Tagus. A steam ferry connects it with "Black Horse Square."

(3) Estação Caes dos Soldados, on the East quay.

(4) Estação Caes do Sodré, on the West quay, for electric trains to Estoril, Mont Estoril, and Cascaes.

(Nos. 3 and 4 minor stations for local lines).

Shopping Centres :—Rua Augusta, Rua Garrett, Rua Aurea, Rua da Prata, Rocio Rua Nova do Carmo.

Cables :—Eastern Telegraph Co., Ltd., 40/42 Rua Augusta.

Hotels :—		Address.
Aviz	.. ..	Av. Fontes Pereira Mello
Avenida Palace	.. ..	Largo de Camoes
De l'Europe	.. ..	Praça Luiz de Camoes
Metropole	.. ..	Rocio
Victoria	.. ..	Av. da Liberdade
Tivoli	.. ..	Av. da Liberdade
Borges	.. ..	Rua Garrett (Chiado)

Note : These hotels are given, roughly, in their order of decreasing expensiveness.

(For the Announcements of Local Hotels and Business Houses see the section of this book headed "LOCAL CLASSIFIED ADVERTISEMENTS.")

ENVIRONS OF LISBON.

A short distance from Lisbon is **Belem**, reached by electric tram or rail from Caes do Sodré Station. Close to the mouth of the Tagus, it contains the Tower of St. Vincent, the first building seen by passengers arriving by steamer. Here also are the Church and Convent of St. Mary, generally known as the Jeronimos. The church was built in 1500 to commemorate the discovery of the sea route to India by Vasco da Gama. It is here that Camões, Vasco da Gama, and several of the kings lie buried. The Cloisters are exceptionally beautiful.

In the ancient riding hall attached to the Palace of Belem (now the residence of the President of the Republic) is the Museu dos Coches, open daily except Fridays. Its collection of coaches is the finest of its kind in the world.

Cintra is reached by rail in about an hour from Rocio Station ; or by motor-car, which should be hired from an approved service.

George Borrow wrote :

If there be any place in the world entitled to the appellation of an enchanted region it is surely Cintra . . . by Cintra must be understood the entire region—town, palace, quintas, forests, crags, Moorish ruins, which suddenly burst on the view on rounding the side of a bleak, savage and sterile-looking mountain.

Cintra is at its most perfect in March-April. Places of interest in the neighbourhood include Montserrat, Cork Convent, Praia das Maças and the old Moorish castle ; also Collares, famous for its vineyards.

Hotels :—Netto, Nunes, Central, Costa.

Estoril and Mont Estoril, about 35 minutes by express train from Caes do Sodré Station, lies on the Bay of Cascaes, sheltered by the pine-clad hills of Cintra. It is a delightful winter resort, and a residential quarter for Lisbon people. The hotels are good and the charges moderate. Excellent boating, fishing, and bathing can be had, and there are lovely walks. There is a fine Casino in the park near the Palace Hotel, and a beautifully situated 18-hole golf course.

Hotels :—At Estoril: Estoril Palacio, Parque, Paris. At Monte Estoril: Grande, Miramar, Atlantico, Mont' Estoril. Several comfortable pensions at moderate prices.

MADEIRA.

The island is notable for a climate sunny without oppressive heat, and for an abundance of moisture without heavy rainfall. The winter season, the one most often selected for visits, extends from November to May, and the very agreeable summer season from June to October. There are hills 6,000 ft. high, on which flourish pines and the vegetation of temperate zones. The valleys between glow with the lustre of the tropics, and geraniums grow thickly in the hedges. The Southern slopes are covered with vineyards. The Lodges of the Madeira Wine Association, in which the famous Madeira wine is prepared, are centrally situated and open to inspection.

For political and judicial purposes Madeira is treated as an integral part of Portugal. The Portuguese import tariff is applicable.

Funchal, the capital, lies at the foot of a vast amphitheatre of hills. The scene as the steamer enters is fascinating, for the town is picturesquely laid out. The streets are paved with smooth,



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REID'S HOTEL MADEIRA

round cobbles, and sledges are much used for transit. Wicker-work, embroidery, lace, and jewellery are offered for sale from boats, and can also be bought ashore.

The public buildings are not without merit, but it is the peculiarities of costume and the domestic architecture which will most interest the visitor. The highly-polished cobble stones of the streets are trying, and those who wish to explore the town should wear boots with soft soles, preferably india-rubber. The market-place is well supplied with tropical and other fruits at all seasons of the year, and each passer-by, from the hammock-bearer in his white linen clothes to the peasant in his strange and often grotesque head-gear, excites attention.

The re-grading of several roads outside Funchal has opened up a large tract of beautiful, and formerly difficult, country to travellers by motor-car. The New Mole, extending 350 metres from Loo Rock, gives greater protection to the Harbour, and there is a New Marine Parade. The new Municipal Market, on the east side of the town, is well worth visiting.

Landing :—By launch to shore and back to ship, 4s. for the double journey.

Casino :—This is situated amidst beautiful grounds at the Quinta Vigia, with delightful views overlooking the Bay. It is closed at present.

Golf :—A fine 9-hole Golf Course has been opened at S. Antonio da Serra, 45 minutes' drive from Funchal, at an altitude of 2,500 feet, with grand mountain scenery.

Conveyances :—In the town, bullock sledges (or "Carros"), 5s. per hour, or according to distance.

Motor Cars :—Service in town 10s. per hour or out of town according to distance. Motor buses run to all parts.

Shopping Centres :—The main shops cluster round the top of the Entrada da Cidade, the avenue leading from the centre of the town to the quay.

Restaurants :—Chalet Restaurant Esplanade, Golden Gate, Theo's, Flamingo.

English Rooms :—This Club, which is in the centre of the town overlooking the sea, has a fine library and the latest periodicals. Visitors are welcomed.

The **British Country Club** is in the Hotel district and has a sporting mashie Golf Course, Tennis Courts, and Squash Court, besides other facilities. Application for membership should be made to the Secretary.

Cables :—Western Telegraph Co., Ltd., Electra House, Calçada de Santa Clara 32.

Bathing :—Reid's and Savoy Hotels have their own sea bathing facilities, and there is a fine Municipal Bathing Pool at the Lido.

Hotels :—		Address.		Shillings Per day.	
Atlantic	.. .. .	Western Sea Cliff	.. from	12/-	
Bella Vista	.. .. .	West Town	.. .. "	15/-	
Miramar	.. .. .	West Town	.. .. "	15/-	
New Avenue	.. .. .	Western Sea Cliff	.. .. "	28/-	
Reid's	.. .. .	West Town	.. .. "	27/-	
Savoy	.. .. .	West Town	.. .. "	15/-	

There are several good pensions from about 12/- a day.

Two handbooks, Brown's "Madeira, Canary Islands, and Azores" (Simpkins, 7s. 6d.), and "Power's Guide to Madeira," 5s., can be recommended to visitors.

LAS PALMAS DE GRAN CANARIA.

Las Palmas de Gran Canaria is the capital of Grand Canary Island, which is almost circular in shape, $34\frac{1}{2}$ miles long by $29\frac{1}{2}$ miles broad, and has a population of 165,000. The island is traversed by great ravines, the largest of which, the Barranco de Tejeda, almost cuts it into two. Many of the ravines are exceedingly picturesque and thickly clad with hanging woods where there is water. The south-eastern coast is flat, but the rest of the island

is an ideal playground for holiday makers. Most of the country is exceedingly fertile and is well suited to the cultivation of oranges, figs, almonds, bananas, grapes, and cereals. The chief port is **Puerto de la Luz**, 4 miles from Las Palmas de Gran Canaria, with which it is connected by a good service of motor-buses. Most visitors to Grand Canary make Las Palmas their headquarters. Interesting places to visit are Firgas, with its splendid scenery; Agaete, where there are mineral springs and an hotel, Teror, Arucas, and Tejeda.

Las Palmas de Gran Canaria itself is a clean, well-laid out town with a population of about 120,000 including its fort, La Luz. Las Palmas is divided into three districts: Alcaravaneras, with luxurious villas and chalets, English church and British Club; Triana, the main shopping centre; and Vegueta, the older part of the town, with its fine squares and promenades. Both the Cathedral and the Museo Canario are well worth a visit. The museum contains a vast collection of aboriginal remains, including skulls, mummies, and a good deal of pottery.

The town has every possible kind of amusement, from cabarets, dancing, tennis and golf, to boxing, football, cock-fighting, and regattas. There is excellent bathing all the year round, and sea fishing gives good sport. There is an imposing Casino in the middle of the town, and a nautical club.

Hotels:—Hotel Madrid, near the casino; Gran Hotel Parque, in San Telmo Park; Hotel Negresco. There are several boarding houses. Atlantic Hotel in the Alcaravaneras; the Hotel Santa Brigida and Hotel Los Frailes in beautiful country surrounded by hills.

Cables:—Transradio Espanola S.A., Calle Leon y Castillo 6.

LAS PALMAS . Grand Canary

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Excursions:—There are several good motor roads. The following routes are recommended : Las Palmas, Marzagan, Jinamar, Atalaya, Santa Brígida, San Mateo, and back, 50 km. Las Palmas, Tafira, Monte, Santa Brígida, Madronal, San Mateo, Las Lagunetas, Cruz de Tejeda, and back 90 km. Las Palmas, Tamaraceite, Teror, Valleseco, Palmal, Arucas, Tenoya, and back, 55 km.

Shipping:—Las Palmas is a port of call for vessels of the Royal Mail Lines, Ltd. Fortnightly service. Calls by many other important lines. There are twice daily air services, and four or five sailings a week between Las Palmas and Santa Cruz de Tenerife.

TENERIFFE.

Teneriffe, the largest of the Canary Islands, lies slightly west of the centre of the Archipelago, between the islands of Gomera and Grand Canary. It is about 60 miles long, with an extreme breadth of 30 miles. A chain of mountains runs from east to west, culminating in a celebrated peak, the Pico de Teide. It has a double top, one 12,000 ft., above the sea, and the other, 9,880 ft.

The sea-port and capital is **Santa Cruz** de Tenerife. The population is about 105,000, and the town is the residence of the Military Governor-General of the Canaries. It occupies a plain bounded by rugged volcanic rocks. The city is modernizing itself rapidly, for many large buildings have replaced the typical low, flat roofed houses. A large park has been laid out. An aqueduct, 5 miles long, brings pure water from the mountains of the interior. The Mercedes Forest, with its giant 30 ft. high heather, is worth a visit.

A splendid motor road has been built between Santa Cruz and the south of this island, passing through Candelaria, Guimar, Fasnía, Granadilla, San Miguel, Adeje, then going north to Guía, Santiago, El Tanque and to Icod, where it joins the main road from Santa Cruz. Tourists can go right round the island, but single day excursionists would not have time to make that journey.

SANTA CRUZ • Tenerife

GRAND CANARY COALING COY. S.A.

Telegraphic Address: "Coaling, Tenerife"

Ship and Passenger Agents

Freight Brokers

Bunker Coal Contractors

AGENTS FOR ROYAL MAIL LINES, LTD.

Another motor road has been opened from Santa Cruz to Laguna, Esperanza, to the base of the Peak of Teneriffe, through very interesting and pretty country. This excursion could be made by the single-day tourists, but the Peak can only be climbed by those who have more time at their disposal.

A motor road is now being built between Santa Cruz, San Andres, through the Mercedes Forest to Taganana. Another road is being built from Santa Cruz direct to the Mercedes Forest (not touching at La Laguna). This road rises to the mountain immediately above Santa Cruz, and the return journey may be made by the same road or *via* Laguna.

Attractions in Teneriffe :—SANTA CRUZ : Municipal Theatre ; Casino Principal ; Five Cinemas ; occasional Bull-fights ; splendid Park ; the Club Nautico (swimming pool, restaurant, bar, dances) ; Church where the flags taken from Nelson can be seen ; Municipal Library. LAGUNA : Fine Promenades and country lanes ; Ancient Churches ; University. VILLA OROTAVA : Ancient Church ; typical balconies. WAKI (near Tacoronte) : Remnant of an old Guanche Village (about 1400 A.D.). TACORONTE : Golf Links.

Hotels :—Spragg's English Hotel ; Pino de Oro, above the town. Other hotels at Puerto Orotava, Santa Cruz, and La Laguna.

Cables :—Transradio Espanola S.A., Plaza de la Constitucion 1.

Air Service :—To Spain.

Guide Books :—"Brown's Guide to the Canary Islands" "Canary Islands, their History and Natural History."

ST. VINCENT.

The Cape Verde Islands lie 350 miles west of Cape Verde, on the African coast. Of all islands in the Atlantic they least deserve the name of "green." They are volcanic in origin. The islands are administered for the Portuguese Government by a residential governor. Population, about 120,000.

Porto Grande, in St. Vincent, is an important coaling and oiling station and a centre for the cable companies. There is a British community of about 50 persons ; they have a 9-hole golf course, and golfers are very welcome.

Landing :—By tender. **Hotel** :—London. **Cables** :—Western Telegraph Co., Ltd.

THE AZORES.

Nine in number, volcanic in origin, and wide of the regular steamer-track to the Caribbean and to South America, the Azores are visited by touring vessels. The equable climate favours the growing of early vegetables, oranges, and (under glass) pineapples for market ; as well as tobacco, coffee, and tea. The islands, which are over 800 miles west of Lisbon, are administratively a part of Portugal, and support a population of over 250,000.

St. Michael's (São Miguel), the largest, measures 41 miles by 9, and holds over half the population of the group. It is nearly 100 miles from Terceira, the second largest, and is still farther from Pico (with a summit of 7,460 ft.) and Fayal. A regular inter-island air service connects St. Michael's, Terceira, and Santa Maria. The aerodrome on Santa Maria is served by several international lines.

Ponta Delgada, the capital of St. Michael's, is not only a coaling station but the only port in the Azores where fuel and Diesel oils are available. A good harbour has been created by an artificial breakwater. Excursions give distant views of impressive scenery, peeps into the craters of volcanoes, close views of rich flowers and foliage and of lakes high above the level of the sea.

Hotels :—At Ponta Delgada : Hotel "Terra Nostra." At Furnas (Hot Springs) : Hotel "Terra Nostra."

Cables :—Europe and Azores Telegraph Co., Ltd., Electra House. Brown's "Madeira, Canary Islands, and Azores" (Simpkins, 7s. 6d.) gives detailed information.

ISLANDS AND ROCKS.

St. Paul's Rocks, in lat. 00.55 N., long. 29.23 W., lie near the route of steamers between Europe and Brazil. They are a group of guano-covered volcanic rocks about a quarter of a mile in extent, rising in height to about 67 ft.

Fernando Noronha, an island in lat. 3.50 S., long. 32.25 W., may be sighted on the voyage from Europe. It belongs to Brazil, and is used as a penal settlement for the State of Pernambuco. It is inhabited by some 700-800 convicts and the necessary military force, making a total of about 2,000. It has a cable and wireless station, and is sometimes used as a landing-point for aeroplane flights from Europe to South America.

BERMUDAS.

This group of coral islands, less than 700 miles from New York, lies upon routes followed by steamers of the P.S.N. Co., between Liverpool and Valparaiso, and Royal Mail Line vessels between London and Vancouver. There are 360 islands and islets, about a score of which are inhabited. They form an area of slightly over 19 square miles, and have a population of under 40,000. The equable climate, 60-80 deg. F., according to season, is a great attraction, and their natural beauty, restful atmosphere, residential comforts, and opportunities for sport have contributed to make the Bermudas the holiday resort of an increasing number. There are two holiday seasons, the Winter season, from middle December to middle of May; and the Summer season, from middle July to the end of October. Its House of Assembly ranks next in point of age to the House of Commons. Bermuda is served by British Overseas Airways Corporation, Pan American Airways, Colonial Airlines, and Trans-Canada Airlines.

Governor :—Lieut.-Gen. Sir Alexander Hood, G.B.E., K.C.B.

Hamilton, the capital, is approached by a narrow channel threading a series of protecting reefs. The water is brilliantly clear, the shore greenery is vivid, and although there are no high hills the contour is pleasantly varied. The town is laid out geometrically upon rising ground. A public square near the wharf contains the principal public buildings. A cathedral in the Gothic style; Cedar Avenue; Mount Langton (the residence of the Governor), and Victoria Park are within easy distance of the water front. There is a fine aquarium, and the Crystal and Leamington Caves are well worth visiting.

The roads are good. Motor-cars are no longer prohibited, and horse conveyances and cycles can be hired. Ferry steamers ply to Ireland Island (with its great floating dock) to Somerset, Paget, and Riddell's Bay, but the Island of St. David's is connected with the mainland by a bridge. St. George's, the former capital, is rich in Colonial tradition. Motor-boats and sailing craft can be hired. Motor buses bring many outlying points of interest within easy reach.

Imports, 1948—£7,121,039; Exports are under £30,000.

Hotels.		Minimum rates per day (American Plan).			
Belmont	.. .. .	without bath	\$14/16	with bath	\$28/48
Bermudiana	.. .. .			On Application	
Castle Harbour	.. .. .			On Application	
Eagles Nest	.. .. .	without bath	\$10/12	with bath	\$20/30
Elbow Beach	.. .. .	" "	£4 6 0	" "	£5 12 0
Harmony Hall	.. .. .	" "	£3 15 0	" "	£4 10 0
Inverurie	.. .. .			On Application	
New Windsor	.. .. .	without bath	\$7.00	with bath	\$8/10
Princess	.. .. .	" "	\$18.00 Up	" "	\$28.00 Up
St. George	.. .. .			On Application	

Cables:—Cable and Wireless (West Indies) Ltd., Front Street, Hamilton.

BAHAMAS.

This archipelago of islands, islets, and rocks, stretches from a point 40 miles off the coast of Florida south-eastward 700 miles to the north of Cuba and Haiti. The land surface is about half that of Wales. Twenty-five of the islands are inhabited, including New Providence, Grand Bahama, Abaco, Andros, Eleuthera, Exuma, Harbour Island, Inagua, Mayaguana, San Salvador or Watling's, Cat Island, Long Island, Crooked Island, Acklins, Rum Cay, Long Cay, Ragged Island, and the Biminis. Andros (100 by 40 miles) is the largest, and New Providence, on which stands the capital, the most populous. Watling's Island was the first land touched by Columbus upon his voyage of discovery (October 12, 1492).

The formation is of wind-blown coral sand, and the land is nowhere over 400 ft. high. The climate is healthy, and from December to May delightful. The Gulf Stream maintains a temperature above 50° F. minimum. The winds are seldom of gale force, and the rains occur chiefly from mid-May to mid-November. The rock is porous, and the dews sustain vegetation. The population of New Providence is 29,391. Total population of the Islands is 81,000.

Tomatoes are grown in increasing quantity, and, together with sponge, yellow pine, turtle shell, and sisal hemp are among the chief articles of export. Cascarilla bark, lignum vitae, and other woods and conch shells are exported.

Foreign Trade:—1948: Exports, £551,900; Imports, £4,720,000.

Governor and Commander-in-Chief:—Sir George Ritchie Sandford, K.B.E., C.M.G.

Nassau (20,000 population), upon New Providence Island, is the capital. Brilliant in sea and sky, with white roads and houses, magnificent trees and voluptuous flowers, the city is strikingly beautiful. Ships of suitable draught enter a large turning-basin and lie alongside the Government wharf through a channel with a minimum depth of 25 ft.

Bay Street, parallel with the harbour, has good shops. Fort Fincastle stands on a height behind the town. Government House, standing in 20 acres of beautiful grounds, is prominent on Mount Fitzwilliam. Visitors pass in glass-bottomed boats over a wonderful submarine garden, and visit the historic forts. The sponge market is a unique sight. Sea bathing and fishing are of the best, and there are golf, tennis, sailing, and other clubs. The regular service of ferry steamers from Miami (Florida) is increased during the winter season.

Hotels:—	Address.	Hotels:—	Address.
British Colonial ..	Bay & Marlborough St.	Prince George ..	Bay Street.
Royal Victoria ..	Parliament & Shirley St.	Parliament Hotel ..	Parliament St.
Fort Montagu Beach ..	East Bay Street.	Drake Hotel ..	West Bay St.
Lucerne ..	Frederick Street.	Carlton House ..	East-Street.
Charlotte ..	George Street.	Windsor Hotel ..	Bay Street.

Shipping:—There is a regular passenger service from Liverpool, New York, Miami, Fla, Montreal or Halifax, Bermuda, Kingston and Jamaica to Nassau.

Air Services to the Mainland : Pan American and B.S.A.A. To and from the U.K., Bermuda and Kingston : B.S.A.A.

JAMAICA.

There is a regular passenger service between the United Kingdom and Jamaica. In addition to M.V. "REINA DEL PACIFICO" of the Pacific Steam Navigation Company, Messrs. Elders & Fyffes Ltd., operate five passenger vessels, and the Standard Fruit & Steamship Company and Jamaica Banana Producers' Association each have a passenger vessel sailing once every six weeks to and from Jamaica.

Jamaica is the largest island in the British West Indies. It lies 4,000 miles from England, 540 from the Panamá Canal, 90 miles south of Cuba, and 454 miles north of Cartagena (Colombia). Its area is about two-thirds that of Yorkshire ; it is 144 miles long ; the population is 1,340,395.

Jamaica is known as the Isle of Springs, because of its numerous waterfalls and streams. The vegetation is luxuriant, the scenery magnificent and impressive. It is possible to explore the whole of the Island, through miles of sugar cane, coconut grove, and fascinating mountain scenery by car along the many shady and well graded roads. The Blue Mountains rise to 7,423 ft., and the "Peak" is quite easily reached by mule back.

The tropical heat at sea-level is tempered by consistent day and night breezes. In the mountainous interior the temperature is as low as 45° F. on winter nights and 75° F. on summer days. May and October are the rainy months.

Governor : Sir John Huggins.

Kingston, the largest town in the British West Indies, has, together with its suburbs, a population of 112,083. The harbour is most beautiful, and deep water allows ocean liners to berth alongside the many wharves. There is excellent fishing, golf, and tennis, and bathing facilities at the Myrtle Bank hotel.

The city is laid out in rectangles. The main thoroughfare from the water front is King Street, which leads to Victoria Park and beyond. It contains many of the principal buildings.

Port Royal, rich in historic memories, can be reached by War Department launch, or by a grand motor road running from the Air-Base at Harbour Head through the Palisadoes, a distance of 9 miles. Nelson's quarters can be inspected. Trains run to Spanish Town, the former capital, or to Port Antonio, one of the chief seats of the fruit industry ; also to Montego Bay and other towns. The railway system serves a large part of the island, and

all parts are accessible by excellent motor roads. Prolonged excursions into the mountains can be arranged.

Cables:—Cables and Wireless (West Indies) Ltd., 8, Port Royal Street.

There is a radio-telephone service between Kingston and St. Andrews and the British Isles.

Exports, 1948—£11,200,000. Imports—£19,681,000.

Exports :—The main exports are sugar, rum, bananas, cigars, logwood and logwood extracts, citrus, ginger, cacao, pimento, coffee, and honey.

Sugar production in 1948-49 was 237,744 tons. Local consumption is 45,000 tons.

The Jamaica Chamber of Commerce and Merchants Exchange:—Bank of Nova Scotia Buildings, Kingston. British Trade Commissioner :—Royal Mail Building.

Hotels : There are numerous hotels and boarding houses at Kingston and other places.

Particulars can be had from the Tourist Trade Development Board, Kingston. (For announcements of business houses see also the later section, "LOCAL CLASSIFIED ADVERTISEMENTS.")

SANTO DOMINGO.

The island shared by the independent Republic of Haiti and the Dominican Republic has a total area of 30,401 square miles. It is the next in size to Cuba and the islands of the Greater Antilles (West Indies). Haiti means "mountainous" in the aboriginal tongue and describes the general character of the island, although extensive plains stretch between the forest-clad mountains. The island is well-watered, fertile, healthy, and has a tropical climate tempered by sea breezes.

The Dominican Republic, in the eastern part of the island of Hispaniola (19,322 square miles), was formed as an independent state in 1844. Its population in 1948 was estimated at 2,182,000. Sugar, cocoa, coffee, rice, molasses, maize, yuca starch, placer gold, and tobacco are the chief products. There are about 1,250 miles of motor highways.

The main exports are sugar, molasses, cacao, coffee, lumber, and bananas ; during recent years cattle feed, meat, eggs, straw hats and hides have been added.

Sugar production in 1948-49 was 475,176 m. tons.

Trade :—1948 : Exports, \$82,296,399. Imports, \$65,329,163. The imports are mainly manufactured products.

British Minister and Consul-General at Ciudad Trujillo : Stanley Herbert Gudgeon.

Envoy Extraordinary and Minister Plenipotentiary (London) :—Sr. Julio Vega Battle. There are Consular representatives at Nottingham, Cardiff, Glasgow, Grimsby, Liverpool, Manchester, and Belfast.

Ciudad Trujillo, District of Santo Domingo, the capital of the Dominican Republic, with a population estimated last year (1948) at 148,000, is also the chief seaport. It has a regular cargo and passenger steamer service with New York, New Orleans, Puerto Rico, Venezuela, Jamaica, Curaçao, and connections with Cuba, Aruba, and all the Americas. It has several fine buildings of the colonial epoch, such as the Cathedral (1514-1540), which contains in an ornate tomb the body of Christopher Columbus. There are besides, several splendid ruins, such as the Alcázar de Colon ; and

San Nicolas, the first stone-built church in the Americas. There are fine avenues, especially Avenida George Washington, Avenida Independencia, and Avenida Bolívar. Among the attractive parks are Parque Independencia, Parque Ramfis, and the zoological gardens, newly built. The city is progressive and is growing fast. Many outstanding public buildings have been constructed recently. There are air services to all the Americas.

Santiago, San Pedro de Macoris, Puerto Plata, and San Cristóbal are the most considerable Dominican provincial towns.

British Chamber of Commerce, Apartado 602, Ciudad Trujillo.

All America Cables and Radio, Inc. :—Calle de Arzobispo Merino 63.
Branch office : Hotel Jaragua.

Hotels :—(with food).

	Address.	Per day. RD\$.
Jaragua	Ave. George Washington	15.00 up
Colon	E. Tejera, 17	5.00 "
Frances	Calle Mercedes	4.00 "
Presidente	Plaza Independencia	7.00 "
Victoria	Calle 19 de Marzo	7.00 "
Fausto	Ave. Independencia	7.00 "
Europa	E. Tejera 19	4.00 "
America	Calle Colon II	4.00 "
Montaña	Interior	10.00 "

HAITI.

The Republic of Haiti, forming the western third of the island, has an area of 10,200 square miles and a population estimated at 3½ millions. French is the official language, but the common speech of all classes is a Creole patois. Most people speak both. The climate is hot but never suffocatingly so. The Capital is perpetually cooled by the breeze which blows in the morning from the sea to the land and in the evening from the land to the sea. Haiti is the most mountainous country in the Caribbean, but it is protected by nature against hurricanes.

The monetary unit is the Gourde, equal to 20 cents, U.S. currency. There is no exchange control. Weights and measures are computed on the metric system.

No passport or visa is necessary for tourists whose stay in Haiti does not exceed 30 days.

There are prospects of a large increase in agriculture. Coffee, cotton, and logwood grow semi-wild, sugar is grown and refined, logwood is extracted, cocoa, castor beans, and lignum vitæ are exported, and tobacco and banana growing have been successful. The natives work sisal into handbags, shoes and slippers for export. There are over 1,500 miles of motor roads, on some of which motor-buses run regularly.

The main exports are coffee, cotton, sugar, bananas and sisal.

Exports during the fiscal year ended September 30, 1948, were 154,424,630 gourdes, and imports were 161,042,720 gourdes.

Port au Prince, capital and chief port of Haiti, population 200,000, has an excellent natural harbour with 30 ft. of water alongside wharf. Paving and drainage have been modernized, and the city has been otherwise improved in recent years. An asphalt road leads to Petionville (*Restaurant La Picardie*), 6 miles from Port-au-Prince and 1,500 feet above sea-level. A good asphalt road, 10 miles long, runs from Petionville to the holiday resort of Kenscoff (*Hotel*

EDWARDS, HENRIQUEZ & COMPANY

Est. 1856

CURACAO, Netherlands West Indies

BANKERS—Commercial Banking of every description transacted—Requests for information about this market and trade are promptly and thoroughly attended to.

AGENTS TO STEAMSHIPS AND INSURANCE COMPANIES—More than seventy years of experience in this particular line of business.

GENERAL IMPORTERS & EXPORTERS, MANUFACTURERS AGENTS

Their Affiliate:

PROSPERO BAIZ & COMPANY, INC.

Est. 1886

CURACAO, Netherlands West Indies

Importers, Wholesalers and Retailers of Building Material, General and Marine Hardware, Electric Motors, Ships' Supplies.

Exporters of Curacao Aloes, Dividivi, Orange Peel and other commodities.

Agents to Steamship Lines, Insurance Companies and Manufacturers.

CURACAO.

N.W.I.

FIRMA C. S. GORSIRA, J.P.EZ.,

STEAMSHIP AND INSURANCE AGENTS.

Partner and Managing Director: R. R. MUSKUS.

AGENTS FOR: Royal Mail Lines, Limited, London.
Holland-America Line, Rotterdam (Freight Service).
Royal Insurance Company, Ltd., Liverpool.
American Bureau of Shipping, New York.
British Corporation Register, Glasgow.
And many more important Companies.

Telegrams: "GORSIRA."

P.O. Box 161.

FIRM G. TROOST

SHIP CHANDLERS.

Handelskade 10.

Cable Address: "TROOST."

CURACAO, D.W.I.

Ship Chandlers and Sole Importers and Agents for

John Crabbie Whisky.

Loitens Aquavit.

"Z.H.B." Beer.

Frydenlunds Beer.

"Piet Hein" Gin.

"Graaf Egbert" Cigars.

King's Liqueur Whisky.

Dereix, Hotel Florville, Chalet des Fleurs), 4,500 feet above sea-level, and where climatic conditions are excellent all the year round.

Port-au-Prince is set at the farther end of a beautiful deep horse-shoe bay, with high mountains behind and a small island across the bay protecting it from high seas and tidal waves. The town is built in the form of an amphitheatre. In the lower part, at sea level, is concentrated the business section; on the heights are the private houses, generally surrounded by shady gardens. The heat is some degrees less at several summer resorts easily reached from the city.

There are numerous clubs—the Turgeau Club; society clubs, such as the Bellevue, the Port-au-Princien, and the Ambassadeur; and sports clubs, the most notable of which is the Thorland. A few kilometres from Port-au-Prince is a beautiful and shaded spot quickly reached by way of a magnificent foreshore road. It has tennis courts, a swimming pool, sea bathing, etc.

British Minister and Consul-General at Port-au-Prince: David Jarvis Mill Irving.

Hotels:—La Citadelle, Splendide, Oloffson, Sans Souci, Aux Caraïbes and a number of smaller hotels.

All America Cables and Radio, Inc.:—170 Avenue du President Trujillo.

RCA Communications, Inc., Rues Peron et Courbe.

Cap Haitien, 170 miles from the capital, is the second city. Sight-seers should visit "The Citadel," a few miles from Cap Haitien. It was built by King Cristophe, in the 1800's. **Aux Cayes** and **Jacmel** are the most important ports on the south coast.

CURAÇAO.

Curaçao is the largest and most important of the six islands of the Netherlands West Indian Territory of Curaçao in the Caribbean Sea. It is one of the group of the Netherlands Leeward islands: Curaçao, Aruba, and Bonaire. The second group is formed by the Netherlands Windward islands: Saba, St. Eustatius, and part of St. Martin. The population of the 6 islands is 143,502.

Curaçao has a length of 40 miles and an area of 210 square miles. It lies 40 miles off the Venezuelan coast. The population is 91,450, consisting of many different nationalities. Coral reefs surround the island, which is more interesting than might be supposed. It is hilly; the vegetation is scanty in spite of fertile soil, and the rainfall very deficient. Average temperature from December to March is about 80 degrees. The official language is Dutch, but the people of Curaçao have a language of their own, Papiamentu. This is a multi-lingualism closely related to Spanish; it has many Portuguese words, as well as Dutch linguistic elements. Spanish and English are both widely spoken by the educated classes. The territory is administered much on the same lines as Surinam (Dutch Guiana).

The main industries are oil refining and phosphatic rock mining. Curaçao also exports dividivi (for tanning), aloes, hides, skins, panamá straw hats, crude salt and orange peel (for making the well-known Curaçao liqueurs).

Willemstad, capital of the Netherlands West Indian Territory and of the island of Curaçao, population 39,678, vividly recalls Holland in its architecture. Quaint seventeenth century Dutch

S. E. L. MADURO & SONS, INC.

WILLEMSTAD, CURAÇAO, N.W.I. *Established 1837.*

Cable Address: "MADUROSONS CURAÇAO."

AGENTS FOR SHIPPING & AVIATION COMPANIES.

TRAVEL BUREAU.

FUEL OIL, COAL AND MARINE OIL CONTRACTORS:

Standard (N.J.), and Shell bunker fuel oils delivered ex-pipe line from wharves at any time of day, night, Sundays or holidays.

OWNERS OF WHARVES, LIGHTERS AND WAREHOUSES:

Handling, warehousing, etc., of transshipment cargoes.

Fresh water supplied to vessels in Sta. Anna Harbour.

LA CASA AMARILLA, INC.

(The Yellow House) CURAÇAO, N.W.I.

French and British Perfumes of the leading brands.

Agents for GUERLAIN, Paris — YARDLEY, London.

Oriental, Curios, Novelties, Ladies' Dresses, Gent's Suits.

The World's most renowned brands of Liquors and Liqueurs. Facilities for sales of Liquors in Bond, delivered to the ship, free of extra charges.

SAVE TIME AND MONEY VISITING FIRST "THE YELLOW HOUSE."

MORRIS E. CURIEL & SONS, INC.

CURAÇAO, N.W.I.

Cable Address: "Morris Curaçao"

Import and Export — Wholesale — Representations.

Agents for the world's leading Liquors and Liqueurs: Johnnie Walker Whisky, Gordon's Gin, Cognac, Hennessy, Liqueurs Marie Brizard and Roger, Cointreau, Grand Marnier, Benedictine, Fockink, etc., Canadian Club Whisky, and many others.

Distributors of CHESTERFIELD Cigarettes.
Insurance Dept. (Life, Accident, Fire, Marine).

CURACAO TRADING COMPANY, S.A.

CURACAO, N.W.I.

CABLE ADDRESS { *General: CURTRADING CURACAO.*
Commercial Department: INDUSTRIE CURACAO.
Shipping Department: INDUSHIP CURACAO.

NATURE OF BUSINESS:

Importers and Exporters.

Steamship, Schooner, Airline and Insurance Agents.

Owners of Warehouses and Wharves with bunker facilities.

Suppliers of Ships, Building and Hardware Materials.

gabled houses are picturesque. The oldest part of Willemstad, and incidentally the shopping centre, is called Punda. Many of the streets in this shopping district are but fifteen feet wide, but they are lined with shops worthy of much larger cities. The residential sections of Scharloo and Pietermaai lie behind Punda. Across the entrance of the harbour, on the western side, is Otrabanda, connected with the town by a pontoon bridge. Willemstad has one of the finest harbours in the West Indies. It consists of a long channel (St. Anna Bay) which ends in a very large bay (Schottegat), and sufficient deep water is available for the largest ocean-going steamers. There are modern wharves for docking a great number of large vessels simultaneously. Ocean-going vessels use Willemstad harbour for their cargo and passenger operations and for bunkering. Caracas Bay harbour, where the largest vessels afloat can be accommodated, is used principally for loading tankers and for bunkering vessels which call for that single purpose.

The growth and prosperity of Curaçao date from 1916, when an oil refinery was built by the Royal Dutch Shell to crack the crude oil from Venezuela. This refinery is one of the largest in existence. A separate town for part of its 1,400 employees and labourers has been given the name of Emmastad.

Curaçao is a regular port of call for a great many steamship lines and carries on an extensive trade. Besides importing for its own needs, it is the principal port of transshipment of both passengers and cargo in many directions, principally to and from the rich districts around the Lake of Maracaibo in Venezuela.

Willemstad has a cable office (American) and Government wireless stations, ensuring rapid and efficient telegraphic communication with all parts of the world and with ocean-going vessels. Pilotage and wharf dues are the only port charges. Being practically a free port, Willemstad is the shopping centre of the surrounding countries and of transit passengers. It is a great tourist centre, especially for Americans.

The exports of mineral oils from Curaçao and Aruba make the Dutch West Indies the first among the world's oil exporting countries.

Points of Interest:—Caracas Bay, noted for its scenery, with old fortresses and quarantine buildings; Hato Grotto and HATO aerodrome; Vista Alegre bathing beach at Jan Tiel; Piscadera Bay Club, a bathing resort (a special permit must be obtained from the shipping agencies). Shopping; perfumes, silks, curios, etc. Motor-cars can be hired at reasonable charges.

John Henderson (Curacao) Co., Ltd.

Offices & Warehouses—EMMASTAD, CURACAO, N.W.I.

**ALL SHIP STORE REQUIREMENTS
COLD STORAGE PLANTS. BONDED WAREHOUSES, Etc.**

Telegrams: **Hendersons Curacao.**

Telephones: **Curacao Head Office—**

Head Office:

Isla: 250, 251, 253.

**12, 13, 14, WELLCLOSE SQUARE,
ALDGATE, LONDON, ENGLAND.**

Shipstore—Isla: 254.

Cold Storage—Isla: 845, 846

Hotels :—Americano, at Otrabanda. Rates : from 13.50 florins per day, including meals; lunch, 5 florins. Piscadera Bay Club, 12.50 florins a day, including meals. Park, at Otrabanda, 7.90 florins a day, including meals.

British Consul :—C. V. Woodforde-Booth, M.C. Vice-Consul : J. T. Hyslop.

All America Cables and Radio, Inc. :—14 Handelskade. Government Wireless Office : Handelskade 18a.

Banks :—Hollandsche Bank-Unie N.V., Heerenstraat 3. Maduro and Curiel's Bank, de Ruyterplein.

Air Services :—K.L.M. to New York, Glasgow and Amsterdam ; to Miami ; to Colombia, Costa Rica, Venezuela, and Surinam. PANAM to Miami, Cuba, Colombia, Panamá, Costa Rica, Trinidad, Venezuela. British International Airways to Venezuela, Trinidad, St. Domingo, Kingston.

Because of the Venezuelan oilfield the island of **Aruba** is also of great importance. Two refineries have been established there, one by the Royal Shell and one by the Standard Oil Co. The American refinery is as large as the one in Curaçao. Gold mining has been started. The total population of Aruba is about 42,000. There are regular steamer and air services between Aruba, Maracaibo, and Curaçao.

Hotel :—Caribe.

British Vice-Consul :—At Aruba : V. F. H. Berry.

All America Cables and Radio, Inc. :—Nassaustraat, 333.

Banks :—Hollandsche Bank-Unie N.V., Oranjestad, Nassaustraat, 322. Aruba Bank, N.V.

(For business announcements see section, LOCAL CLASSIFIED ADVERTISEMENTS.)

BARBADOS.

Barbados, which gets its name from the numerous bearded fig trees, is the most easterly of the West Indian islands. Its area of 166 square miles makes it a little larger than the Isle of Wight. The island is shaped like a pear, with the pointed end to the north. Its greatest length is 21 miles and its extreme width 14. Within this small compass there is a great variety of hill, valley, and tableland. One deep valley cuts the island in two, the largest part being to the north, with Mount Hillaby (1,104 feet), at its centre. The rivers are small, but are much swollen during the rains. The island is healthy, for the heat is greatly tempered by trade winds, and the weather is never oppressive except during the summer and autumn. The population is 199,012.

Sugar is the staple product, one-half the acreage being under cane. Barbados sugar has its own distinctive quality, no less than that of Demerara. Other products are cotton, rum, molasses, and tamarinds. Man-jak or "glance pitch," a bituminous petroleum used for fuel, is also exported. Barbados has a considerable transit trade, being in some respects the central mart for all the Windward Islands.

Exports, 1948—£3,048,165 ; Imports, £6,346,230.

Bridgetown, the capital, with a population of over 50,000, is on Carlisle Bay, an open roadstead exposed to the wind from the south and south-west, but there is an inner harbour protected by the Mole Head. Steamer passengers go ashore by launch or boat (charge by shore boats 1s. per head, luggage 6d. per package). The main thoroughfare extends from Beckwith Place to Trafalgar Square, where are the chief public buildings, the cathedral, and a statue to Nelson. Visits should be paid to Queen's Park, Government House, and the house occupied by George Washington. The market in Cheapside is most interesting on Saturday nights. Buses run at quarter-hour intervals from Trafalgar Square to the various out-districts.

Motor-cars can be taken for Hackleton's cliff (997 ft.), where there is a view of the northern hills ; or to St. John's Church (824 ft.), to see the Windward coast and other points. Codrington College (affiliated to the University of Durham) is interesting.

Visitors can see the manufacture of sugar at the larger factories, such as Searles, Foursquare, Bulkeley, Kingsland or Carrington. The noted Barbadian rum is made at Mount Gay, parish of Saint Lucy. Cotton is grown on nearly all the large estates, and is ginned and baled for export at the factory, about half a mile from the baggage warehouse.

Governor:—Alfred William Lunley Savage, C.M.G.

Cable Offices:—Cable and Wireless (West Indies) Ltd., B.M.L.A. Buildings, Beckwith Place, Bridgetown.

Aquatic Club:—Visitors are admitted at a nominal subscription to the Barbados Aquatic Club, situated on the Harbour, and may take part in tennis, swimming, yachting, dancing, and games.

Golf:—The Rockley Golf and Country Club have an excellent 9-hole course and a splendid Club House, to which visitors are cordially invited free of charge. Green fees, 5/- a day or part of a day ; caddies, 6d. a round of 9 holes. Special subscription rates per month, three months, or season.

Hotels:—	Address.	Per day.	Per day.
		Winter : Nov. 1— April 30.	Summer
Marine	Hastings	\$4.00 and up.	\$2.50 and up.
Windsor	Hastings	\$3.50 and up.	\$2.50 and up.
Hastings	Hastings	\$2.75 and up.	\$2.00 and up.
Royal	Hastings	\$3.00 and up.	\$2.00 and up.
Crane	St. Philip	\$3.00 and up.	\$2.00 and up.
Ocean View	Hastings	\$3.00 and up.	\$2.50 and up.

PUERTO RICO.

Puerto Rico, the easternmost and smallest of the Greater Antilles, was ceded by Spain to the United States after the Spanish American War in 1898. The Island is served by direct steamship lines between insular ports and the ports of New York, Baltimore, New Orleans, Lake Charles, Galveston, Houston, Los Angeles, San Francisco, Portland and Seattle, and the principal ports of Western Europe and South America.

Four airlines have been licensed to operate in the Puerto Rican trade ; Pan American Airways, on which San Juan, the capital of Puerto Rico, is a division point on the route from Miami, Florida, southward to Buenos Aires ; Eastern Airlines, which operates between Miami and San Juan ; Caribbean Airlines, which flies between San Juan and the Virgin Islands, maintains services between the islands and within the island of Puerto Rico ; and Air France, which flies to Martinique.

San Juan is 1,399 air miles from New York, 963 air miles from Key West, Florida. Total area of Puerto Rico is approximately 3,400 miles, of which some 2,000,000 acres have been segregated into private property holdings. Total arable land on which regular production is maintained amounts to approximately 870,000 acres.

The population of Puerto Rico at the end of 1945 was 2,060,000. The population is of both Spanish and African negro descent, with the inhabitants of white Spanish ancestry considerably outnumbering those of negro ancestry. The language of the people of Puerto Rico is Spanish, but in the half century since the United States occupied

the Island the use of the English language has increased greatly ; at the present time approximately 20 per cent. of the population is bi-lingual for practical purposes.

Puerto Rico is rectangular in shape, being approximately 100 miles long, 35 miles wide. The interior is very mountainous, the highest peak being Cerro Punta in the district of Jayuya ; altitude, 4,398 feet. El Yunque Peak, and its environs (3,483 feet) constitute a United States Forest Reserve which has been developed as a tourist resort. Streams are abundant throughout the Island, the annual rainfall varying, from district to district, between about 40 inches and 160 inches. Average summer temperatures in the coastal districts is 78.8 degrees Fahrenheit ; average winter temperature is 73.7 degrees. Coolest months are the period between November and April.

The Island's most important product is sugar. Production for the 1947-48 crop year was 1,000,000 tons. Sugar and its by-products : rum, alcohol, molasses, acetone, butyl alcohol, bay rum, etc., normally accounts for more than 75 per cent. of Puerto Rico's entire export income. Second largest export industry is hand needlework, at which approximately 65,000 persons are employed.

Tobacco is the second largest agricultural crop ; production is about 44,700,000 pounds. Around 26,400,000 pounds of mountain-grown coffee is produced, besides seedling oranges, pineapples, grapefruit, and coconuts, a large part of which are processed in the Island and exported in the form of prepared, dessicated coconut for the candy and bakery trades. Production of bananas of all types reaches a figure of nearly 500,000 stems, all of which are consumed locally.

Chief industrial pursuits, in addition to those already named, are the manufacture of cigars and cigarettes, Portland cement, glass bottles, buttons, hairnets, brewing, carbonated beverages, rare nursery plants, hand-made gloves of both cloth and leather, and hand-made leather and hardwood novelties.

San Juan, the capital city and the second largest port in the Caribbean, is a metropolis of 208,055 inhabitants. The approach to its land-locked harbour is guarded by the old battlements of El Morro and San Cristobal fortresses, parts of which, still standing, were completed in 1531. The old city wall still surrounds the old part of the city and some of San Juan's older buildings stand at the edge of cliffs which drop 300 feet into the sea. La Fortaleza, official residence of the Governor ; Casa Blanca, official residence of the Commander of the Puerto Rico Department, U.S.A. ; San Juan Cathedral ; the Church of St. Louis and several other buildings still in use date back to the first half of the 16th century. Ponce de León, first Governor of Puerto Rico and the discoverer of Florida, on the North American mainland, is buried in the Cathedral. The Capitol, seat of the Insular Legislature's Home of Representatives and Senate, and of the Supreme Court, is an imposing building of white marble.

The oldest standing building in the Western Hemisphere, the Convent of Porta Coeli, is located at San Germán, Puerto Rico, and is in a state of remarkable preservation (unrestored).

Puerto Rico's 76 municipal districts are served by approximately 3,000 kilometers of hard surfaced highway and the principal highways have been widened, in recent years, to accommodate four lanes of automobile traffic. The Island has more hard surface road mileage per square mile than any country in the entire world. It is also the most highly electrified area south of the Tropic of Cancer.

Puerto Rico's railroad system comprises 275 kilometres of right-of-way and all coastal areas are served by rail.

There is an active Office of Tourists to help visitors.

Hotels :—Condado Beach, Normandie, Palace, Capitol, Escambrón Beach, Pan American Guest House, Granada (in San Juan); Meliá (in Ponce); Coamo Springs (in Coamo); El Yunque (in Caribbean National Forest); Jagueyes (in Aguas Buenas); San Germán Costello Hall (in San Germán); Borinquen Country Club (in Aguadilla).

Banks :—The National City Bank of New York, The Chase National Bank of New York, The Royal Bank of Canada, The Bank of Nova Scotia, The Crédito y Ahorro Ponceño, The Banco Popular de Puerto Rico, The Banco de Ponce, The Credit Savings Bank.

Cables :—All America Cables, & Radio, Inc., 2 Tacna St, also Ponce and Mayaguez; R.C.A. Communications (San Juan, Ponce, Mayaguez), Cable and Wireless (West Indies) Ltd., 1-3 Comercio Street, San Juan.

Ponce, Puerto Rico's second largest city on the South Coast, is a growing city of 65,000 inhabitants and is the commercial and shipping centre of one of the Caribbean's richest sugar producing areas. Near Ponce, the mineral springs and hotel at Coamo Springs, are a favourite attraction for visitors. Ponce is connected by motor, rail and air with the rest of the Island. The motor trip between San Juan and Ponce, crossing the central mountain range at an altitude of over 2,000 feet, is one of the most beautiful drives in the Caribbean (time : about 3 hours).

Cables :—All America Cables & Radio, Inc : Calles Mayor y Comercio.

TRINIDAD.

The island lies upon the route between New York, Brazil and the River Plate. Some 10 degrees north of the Equator, it is separated from Venezuela by the Gulf of Paria and the narrow channels of the Bocas. Trinidad doubtless formed in distant times a part of the South American Continent. The island, which is the most southerly of the West Indies, is about the same area as Lancashire—1,980 square miles. It was discovered in 1498 by Columbus, has been colonized continuously since 1577, and been under British rule since 1797. According to the estimates for the year 1948, the population was 602,814, of which Trinidad contained 573,471 and the Island of Tobago (since 1899 a Ward of the United Colony of Trinidad and Tobago) 29,343. Approximately one-third of the total number are of Indian descent and the rest largely African.

Tobago is an island 27 miles long and 7½ miles wide. Every visitor to Trinidad should visit this beautiful and romantic place. It is believed by some to have been the island Defoe had in mind when he wrote "Robinson Crusoe." On a small island near by is a sanctuary for Birds of Paradise, which were originally imported from New Guinea. Tobago can be reached by frequent Government owned steamers and by daily plane.

Trinidad is hilly and the soil is remarkably rich. Its climate is tropical and divided into two seasons, a dry season extending from

January to May and a rainy season from June to December. Average rainfall is 63.72 inches. The coolest period of the year is from December to April, during which time Trinidad is a favourite resort for tourists. The temperature ranges between 70 degs. at dawn to 87 degs. at 2—3 p.m., dropping afterwards. The principal products of the Colony are divided into two classes, Agricultural and Mineral. The former consists of Cocoa, Sugar, Coconuts, Coffee and Citrus Fruit, and the latter of Petroleum and Asphalt.

Certain bases in Trinidad have been leased to the U.S.A. for naval and air defence of the Panamá Canal.

The 1949 sugar crop was 159,135 long tons.

Exports in 1947 and 1948 were as follows :

		1947	1948
Petroleum (gals.)	..	802,423,910	915,847,406
Sugar (tons)	..	89,664	95,145
Asphalt (tons)	..	78,696	142,952
Cacao (cwt.)	..	80,443	163,264
Rum (hf. gals.)	..	844,910	1,100,014
Grapefruit (No.)	..	9,081,436	21,540,031
Coffee (lb.)	..	1,265,675	1,456
Grapefruit Juice (gals.)	..	473,654	650,000

Natural asphalt is worked from a Pitch Lake at La Brea, 60 miles by road from Port of Spain. Petroleum output was 20,110,000 barrels, and asphalt production was 128,993 tons in 1948.

		EXPORTS.	IMPORTS.
1943	..	\$42,030,774	\$59,788,779
1947	..	\$82,262,232	\$118,783,075
1948	..	\$127,105,384	\$131,822,264

Trinidad is an excellent place from which to make connections for other points. Regular sailings are maintained from Port of Spain to Europe, U.S.A., Canada, Central and South America (including Venezuela, Colombia, Peru and Chile), and to all the other islands in the West Indies.

Port of Spain (population 101,000), with a sheltered harbour, is the capital. Steamers of moderate size berth alongside the King's Wharf. The wharf is 3,300 ft., with a 30 ft. depth.

The streets are well planned ; the railway station and tramway terminus adjoin the quay. Woodford Square, with the Government Building, or Red House, and the Anglican Cathedral, are near at hand. The Queen's Park Savannah is a pleasure ground in the residential quarter, easily accessible by tram-car. The famous Botanic Gardens, together with Government House, lie on the northern side of the Savannah. From an eminence of 300 ft. behind the gardens there is a striking view of the harbour. The Angostura Bitters factory is at Port of Spain. The firm entertains visitors free of charge with its products—within limits. There are several first-class clubs for golf, tennis and dancing ; visitors are always welcome.

Steamship and Air Services : To and from U.S.A. : Alcoa Steamship Co. Inc., Canadian National Steamers, Furness, West Indies Line, Royal Netherlands Steamship Company, Royal Dutch Air Lines, Pan American Airways, British West Indian Airways. To and from Canada : Alcoa Steamship Co. Inc., Canadian National Steamships, Trans-Canada Air Lines. To and from Europe : Air France, British Overseas Airways Corp., Compagnie Generale Transatlantique, Elders

and Fyffes Ltd., Harrison Line, Royal Dutch Air Lines, Royal Netherlands Steamship Company.

West Indies. British West Indian Airways Ltd., Canadian National Steamships, Furness—West Indies Line.

Cables : Cable & Wireless (West Indies) Ltd., 65 Marine Square, Port of Spain.

Banks : Barclays Bank (Dominion, Colonial & Overseas) Ltd., Royal Bank of Canada, Canadian Bank of Commerce, Messrs. Gordon, Grant & Co. Ltd.

Excursions : are organized ashore when the number of passengers warrant. Favourites are the drive over the "Saddle," to Maracas Bay, to Manzanilla Beach and Mayaro. Other places of interest are the Imperial College of Tropical Agriculture, Gasparée Island with the famous stalactite caves, the 'Islands' for fishing and bathing, the world-famous Pitch Lake covering an area of 104 acres and considered one of nature's wonders.

Hotels :	Address.	Per day (inclusive).
Hotel Coblentz	2, Coblentz Avenue	From \$5.00
Dundonald Hotel	67, Dundonald Street	" \$5.00
Hotel de Paris	7, Abercromby Street	" \$4.50
Hotel Normandie	2, Nook Avenue ..	" \$6.00
Hotel Royal	69, Frederick Street	" \$5.00
Parisian Hotel	8, Abercromby Street	" \$4.50
Queen's Park Hotel ..	Queen's Park West	" \$9.50
Saddle House Hotel ..	13, Saddle Road ..	" \$5.00

Hotels in Tobago :			
Bacolet Guest House ..	Scarborough	..	" \$5.00
Bird of Paradise Inn ..	Speyside ..	..	" \$6.00
Burleigh House ..	Scarborough		
Heale Guest House ..	Speyside		
Hotel Robinson Crusoe ..	Scarborough	" \$9.00

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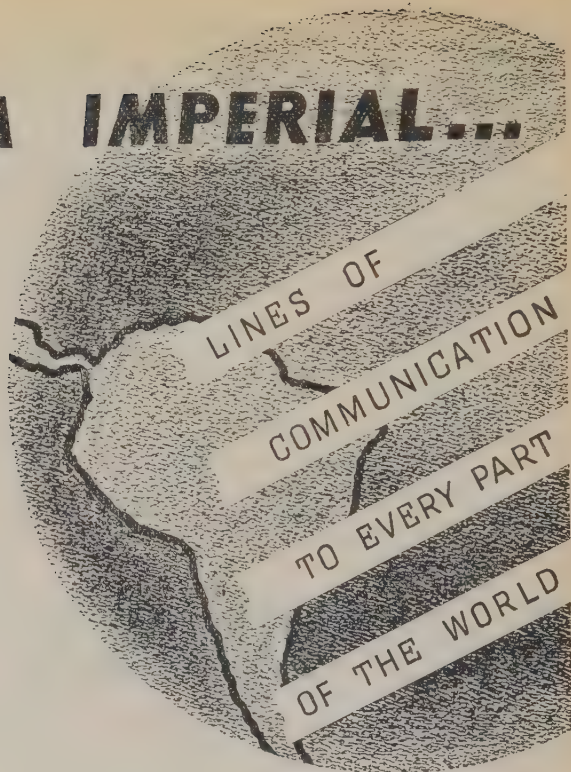
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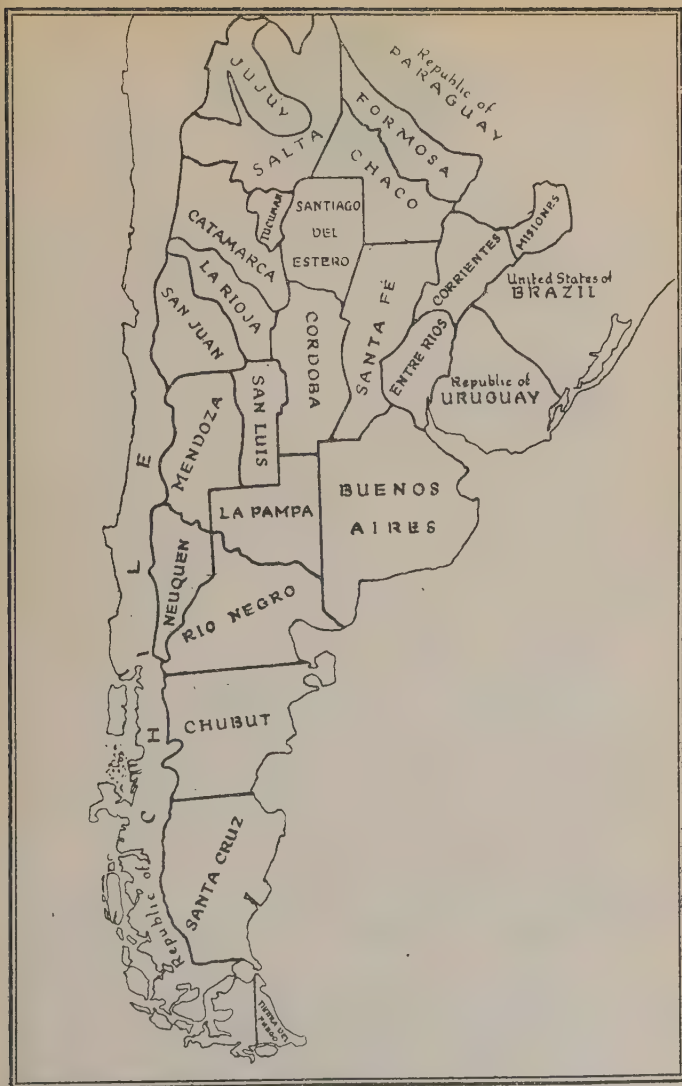


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English Steel Corporation Ltd.	Special Steels, Forgings, Small Tools, etc.
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ARGENTINA

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Buenos Aires, 6,121 nautical miles from Southampton and 123 miles' steaming for ocean steamers from Montevideo, stands at the head of a great ocean route and is served by vessels of all nationalities, trading to and from all countries. It is the capital of Argentina, the largest city in the southern hemisphere (occupying 185 sq. kiloms.), and ranks sixth in magnitude among the cities of the world.

The name Buenos Aires conveys a well-founded allusion to its healthy situation. The city has been virtually rebuilt since the opening of the century. Its many parks and plazas, and its streets laid out upon the rectangular plan, are magnificent. Its site was selected in 1536, but its modern phase may be dated from the opening of the first passenger mole in 1855, and of the first railway in 1857. Since 1852 the population has increased from 76,000 to about 3,500,000 to-day.

The city is in an eminent degree the heart of the republic. The railways to the interior converge upon Buenos Aires, and its situation upon the estuary gives it a natural dominance of the traffic on the Rivers Paraná and Uruguay.

The streets of the City of Buenos Aires are mostly laid out in square blocks, generally on the American plan. These blocks measure about 16,000 square metres, their length on either side being approximately 128 metres. A glance at the accompanying street plan will enable the new arrival to find his way easily.

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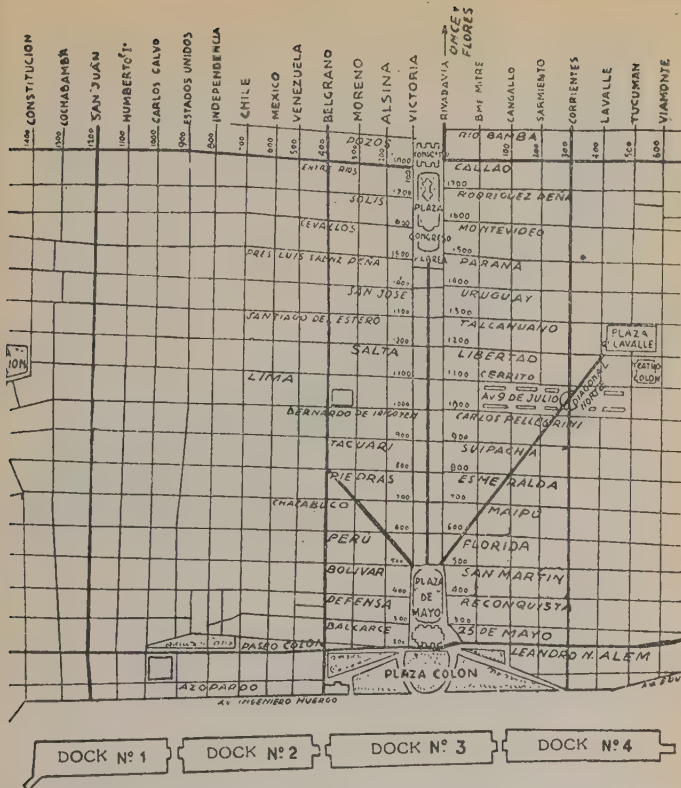
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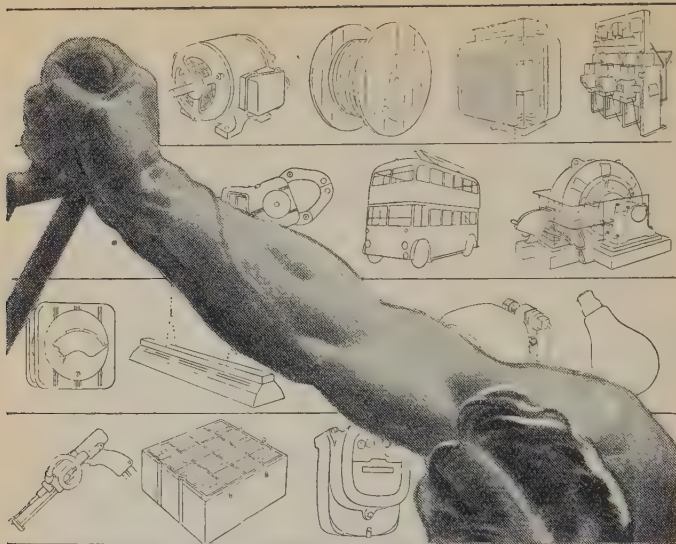


Correction : Avenida 9 de Julio has been extended and now runs between calles Cerrito and Carlos Pellegrini from Cordoba to Belgrano. There is now a Round-Point at the crossing of Avda. 9 de Julio and Avda. de Mayo (the line running between Plaza de Mayo and Plaza Congreso).

MUNICIPAL PROMENADE
BALNEARIO MUNICIPAL

Notes : The diagonal which runs from the Plaza de Mayo to Avenida Belgrano is the Diagonal Sud. Between the Plaza de Mayo and the Plaza Colón is the Casa Rosada. The continuation of the Av. Ingeniero Huergo beyond the Plaza Colón is the Av. Ed. Madero. The street running parallel to the Leandro N. Alem is Bouchard.

A STREET PLAN OF THE CENTRE OF BUENOS AIRES.



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Cabs and automobiles are available at every point and large excursion cars start from Plaza de Mayo (front of the Government House), and other important places for a drive to the principal sights of the city and out as far as Tigre, the picturesque and popular resort situated on the banks of the Tigre and Luján rivers.

One of the quickest and most delightful of drives through the city and the immediate open-air spaces is to start from Plaza Mayo, front of the Government House (a point comprising the National Bank, Cathedral, Cabildo, Municipality, etc.). The route goes through the whole length of the Avenida de Mayo to Plaza Congreso, where the Congress building is, on to the right through Avenida Callao to Avenida Alvear and through the latter to Palermo Parks, where beautiful gardens, trees, lakes, monuments and palatial residences meet the eye everywhere.

Near the Palermo Parks are the Zoological and Botanical gardens, Agricultural Museum and the Rural Society show grounds. From Avenida Alvear you turn into Avenida Vertiz, where the Hipodromo Argentino or race-course is situated. Continuing through Avenida Vertiz you end the drive at the Barrancas de Belgrano, an attractive though not extensive park surrounded by beautiful residences. This drive takes about half-an-hour and costs a little over four pesos.

The aristocratic thoroughfare of Buenos Aires is Florida Street, where there are important shops of every description. Here the elegance of the Argentine lady can be well appreciated. This street is closed to wheeled traffic between 11 and 20.30 o'clock, so that pedestrians can inspect in comfort the attractively dressed windows of the big shops.

Avenida de Mayo, Callao, Av. R. Saenz Peña, Av. Corrientes, Córdoba, Santa Fé, etc., are remarkable for their immense traffic. The buildings on these avenues are monumental specimens of modern architecture. Among them are some of the principal hotels.

The banking centres are in Reconquista, Bartolomé Mitre, San Martín, Cangallo and 25 de Mayo.

Landing :—From large transatlantic vessels : Usually alongside Custom House wharf in Darsena Norte (North Basin), otherwise alongside wharf in the dock or basin to which the ship is assigned. From river boats and South coast vessels : alongside Custom House wharf in Darsena Sud (South Basin).

Local Steamships :—The following services, among others, are undertaken by the Argentine Navigation Company Dodero S.A.

Montevideo (Uruguay) nightly service.

Colonia (Uruguay), daily service, combining with bus service from Colonia to Montevideo and Carmelo.

Rosario (Paraná River), sailings Tuesdays and Saturdays.

Corrientes (Paraná and Paraguay Rivers), Tuesdays, and Saturdays.

Salto and Concordia (Uruguay River), Tuesdays, Thursdays, and Saturdays.

Guauguaychu (Uruguay River), Tuesdays, Thursdays, and Saturdays.

Iguazu Falls (*via* Posadas), from Posadas Thursdays and Mondays.

Posadas (*via* Corrientes), Tuesdays and Saturdays.

Corumba (Matto Grosso, Brazil), weekly service, conditional.

South Coast. Up to Punta Arenas and intermediate Patagonian ports, served by a monthly service of the Imp. & Exp. de la Patagonia and State Steamship Lines.

Note. All the above schedules are subject to change or cancellations.

Taxi Fares :—Official rates 50 cents for first 700 metres, and 10 cents per 200 metres thereafter by day ; for every 1½ minutes' wait, 10 cents. Minimum fare, 50 cents.

Coaches :—For the first 1,500 metres, 40 cents. For each succeeding 500 metres or fraction, 10 cents. For every five minutes whilst waiting, 10 cents.

Trams cross the city in every direction. The fare is 10 cents for any direct trip.

Omnibus services cover a very wide radius. The fare is from 10 cents, according to the distance. Micro-omnibus services : These small buses carry 10 passengers and are a rapid form of travel through the city. Their lines extend in all directions to suburban districts. Charge from 10 cents according to distance.

Railways :—TERMINALS—

Presidente Peron : Ferrocarril Nacional General Bartolomé Mitre (ex F.C.C.A.)

Retiro : Ferrocarril Nacional General San Martín (ex B.A.P.)

Retiro : Ferrocarril Nacional General Belgrano (ex State Railway).

Constitucion : Ferrocarril Nacional General Roca (ex F.C.S.)

Once : Ferrocarril Nacional Sarmiento (ex F.C.O.)

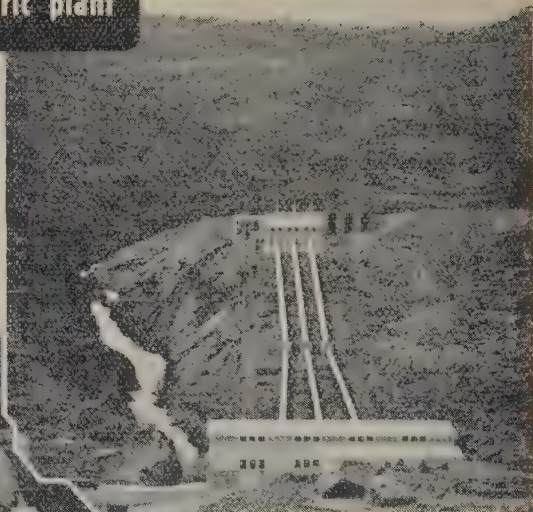
Chacarita : Ferrocarril Nacional General Urquiza (ex Central Buenos Railway and Entre Ríos).

Puente Alsina : Ferrocarril Nacional General Belgrano (ex Midland).

Velez Sarsfield : Ferrocarril Nacional General Belgrano (ex Prov. Buenos Aires).

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Underground Railways :—There are five of these, which link the western part of the City to the centre. The Anglo-Argentine runs under Rivadavia Street, from Plaza de Mayo up to Primera Junta. The Lacroze from Central Post Office, Avenue L. N. Alem, under Corrientes Street to the Chacarita Cemetery. The Chadopyf line links Plaza Constitución, ex Southern Railway terminus, with Presidente Peron terminus of the ex Central Argentine, ex Pacific and State Railways. Another Chadopyf line runs from Plaza de Mayo, under North Diagonal, Córdoba and Santa Fé Streets to Palermo; a third Chadopyf line runs from P. Constitución to Boedo under San Juan Street. The fare is 20 cents for any direct trip.

Travel into Neighbouring Countries.

Brazil :—The Argentina FAMA, the Brazilian CRUZEIRO DO SUL, and several foreign air companies fly regularly between Buenos Aires and Rio de Janeiro.

Chile :—Trains leave Retiro Station (ex B.A.P. Railway) on Thursdays and Sundays at 11 o'clock, arriving at Mendoza the following morning at 6.45. In summer there is an additional train on Tuesdays, leaving at 7.30 a.m. The journey is continued by the Transandine Railway at 7.00 o'clock, arriving at Los Andes at 19.00 o'clock. Passengers transfer there to the Chilean State Railways and proceed to Santiago and Valparaiso, arriving at midnight. Fares to Santiago or Valparaiso are \$344.60 Argentine pesos First Class and \$243.00 Argentine pesos Second Class. Bed, first class, is \$17. Pullman seats, from Retiro to Los Andes, are \$50.55. Free baggage allowance is 30 kilos per passage, and excess is charged \$7.99 Argentine pesos for every 10 kilos or fraction.

There is also a train service to Antofagasta, *via* Bolivia. Train leaves Retiro, Belgrano Railway, on Tuesdays, Thursdays and Saturdays, at 5 p.m. Tickets only issued as far as Salta from Buenos Aires, and from Salta to point of destination. First class : \$95.20 m/n to Salta; second class, \$57.00 m/n.

There is a daily air service between Buenos Aires and Santiago de Chile served by various foreign and national lines, the flight taking from 3 to 4 hours. Fare \$265 m/n. Free baggage 30 kilos, excess at the rate of 1% fare paid for every kilo.

Bolivia :—Trains leave Retiro Station, Belgrano Railway, on Tuesday and Thursday at 5 p.m., and Wednesday at 8.51 a.m., *via* Tucumán, Jujuy and La Quiaca, for La Paz. Passengers change train at Tucumán. First Class fare \$348 m/n and Second Class fare \$140 m/n (Argentine pesos). Free baggage allowance 50 kilos. Excess charged at the rate of \$96.10 m/n for every 100 kilos.

There are also regular air services to La Paz *via* Panagra, leaving Buenos Aires on Fridays. Fare, 1357.50 Argentine pesos.

Paraguay :—A weekly train leaves F. Lacroze Station on Thursdays at 11.11 o'clock *via* Entre Rios, Corrientes and Misiones, arriving at Asunción on Saturdays at 20 o'clock. First Class fare to Asunción \$127.90 Argentine pesos; Second Class \$82.55 Argentine pesos. Free baggage 50 kilos, excess charged at \$3.57 every 10 kilos.

There is an air service to Asunción del Paraguay, leaving Mondays, Wednesdays, and Thursdays at 8.0, arriving Asunción at 14.00.

The regular steamship service to Asunción leaves Dársena Sud on Tuesdays and Saturdays. Boats sail up the Río Paraná and Río Paraguay. Among other river ports called at are Rosario, Paraná, Corrientes, and Formosa. The fares are \$283 and \$171 Argentine currency for First and Third Class.

Uruguay :—There is a daily river-boat service to Montevideo, leaving Darsena Sud, Buenos Aires, every night at 22 hours, arriving Montevideo following morning at 7. Single fare, \$52 m/n; return, \$90 m/n.

Air service to Montevideo, mornings and afternoons. Fare, \$60 m/n single. Flight takes 1 hour.

There is a boat service to Colonia every morning at 8.30 o'clock, with bus connection to Montevideo, arriving there in the afternoon. Fare to Colonia, \$17 m/n single, \$31 m/n return. Bus fare to Montevideo \$8.50 m/n additional each way.

Also aeroplane service daily to Colonia, leaving 9 o'clock. Fares, single \$12, return \$22.

Note. All the above schedules and rates quoted are, of course, subject to alterations.

PRINCIPAL PUBLIC BUILDINGS AND ADDRESSES.

GOVERNMENT HOUSE, on the east of the Plaza Mayo and called because of its pink colour "La Casa Rosada," is the official residence of the President and headquarters of several Government departments. It is notable for its statuary, the rich furnishings of its halls, and for its libraries.



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The **CABILDO** on the west side of the same Plaza, formerly a seat of government used by the councillors of the Viceroy, was erected in 1711. Its original structure, fittings and furniture were replaced and in 1940 it was declared a national monument.

The **OLD CONGRESS HALL** on the south of the Square, built 1863, contains the official archives.

The **CONGRESS HALL** (Palacio del Congreso) at the west end of Avenida de Mayo, of great size and in Greco-Roman architecture, is the seat of the legislature. It contains the Senate and the Chamber of Deputies. Limited accommodation for the public is available for the sittings of either. The normal Parliamentary session, May 1 to September 30, is often prolonged.

The main entrance to the **LAW COURTS** faces Calle Talcahuano 550. There are four large central buildings, some 130 ft. in height, built in Neo-Greek style.

The **MINT** (Casa de Moneda) in Avenida Wilson, New Port District, was opened in 1881 in Calle Defensa.

The **BANCO CENTRAL**, Calle Reconquista 258, is the seat of the gold reserve and of the Board which controls and issues the paper currency.

In the **Strangers' Hall** in the G.P.O. Building, Av. Alem and Sarmiento, foreign newspapers are displayed, together with information of interest to tourists. There are also facilities for letter writing.

The **BOLSA DE COMERCIO**, a handsome building in Calle 25 de Mayo, corner Sarmiento, is the meeting place of Buenos Aires brokers. It is at once a stock exchange, a grain market, a foreign exchange, and a general produce market. There are 5,000 members. A new Stock Exchange was opened in 1929.

BANCO DE LA NACION, the most important National banking institution, occupies a whole square. It is situated in front of Plaza de Mayo.

MINISTRY OF WAR, Av. I. Huergo 251.

MINISTRY OF THE INTERIOR, Government House.

MINISTRY OF JUSTICE AND PUBLIC INSTRUCTION, Carlos Pellegrini 1255.

MINISTRY OF MARINE, Government House.

MINISTRY OF FINANCE, facing Government House, H. Yrigoyen, 250.

MINISTRY OF AGRICULTURE, Avda. Paseo Colon 974.

MINISTRY OF FOREIGN AFFAIRS, San Martin Palace, Arenales 761.

MINISTRY OF PUBLIC WORKS, Av. 9 de Julio 1925.

SECRETARIAT OF INDUSTRY AND COMMERCE, Suipacha 1034.

SECRETARIAT OF LABOUR AND SOCIAL WELFARE, Peru 130.

SECRETARIAT OF AERONAUTICS, Juncal 1116.

SECRETARIAT OF PUBLIC HEALTH, Paseo Colon 367.

SECRETARIAT OF EDUCATION, Rodriguez Peña 1881.

SECRETARIAT OF TRANSPORT, Avda. 9 de Julio 1925.

MUNICIPAL COUNCIL BUILDING, Av. J. A. Roca Corner, Peru.

MUNICIPALITY OF THE CITY OF BUENOS AIRES, Avda. de Mayo 525, facing Plaza de Mayo. Is the seat of the Lord Mayor of the City.

CENTRAL POLICE STATION, Moreno 1550.

STATE RAILWAYS BUILDING, Avda. Maipu 4. (In the new Port District.)

CENTRAL CUSTOM HOUSE, Azopardo 350.

OBRAS SANITARIAS DE LA NACION. Charcas 1850.

Restaurants and Tea Rooms:—Harrods (lunch and tea), Calle Florida 877; City Hotel, Bolivar 160 (grill room, comfortable tea and cocktail lounge); Plaza Hotel Grill; La Emiliana, Corrientes 1431; Embassy Night Club, Charcas 628; Ta-Ba-Ris (Night Club), Corrientes 829; Alvear Palace Hotel, Avenida Alvear 1891; Ideal, tea and cocktails, Suipacha 384; De l'Odeon, Esmeralda 335; London Grill, Reconquista 455; Omega Club (lunch and tea), Corrientes 222, 19th floor; Hotel Continental, Maipu corner Diagonal Norte; Pedemonte, Rivadavia 619; Lo Prete, Luis S. Peña, 749; Gath & Chaves (lunch and tea), Florida corner Cangallo; Typical Argentine Restaurants are La Cabaña, Entre Rios 436; La Estancia, Entre Rios 746.

Theatres:—The Colón, Plaza Lavalle, the principal theatre, holds 3,750, making it one of the largest in the world. There are some 25 other theatres in the city.

Cinemas:—Gran Teatro Opera, Corrientes 860; Gran Rex, Corrientes 857; Ideal, Suipacha 370; Ambassador, Lavalle 777; Normandie, Lavalle 861, are amongst the most important and luxurious. There are more than 50 other cinemas in the centre of the City, and nearly 200 in the City itself. Films chiefly of United States and European origin are shown, although the National industry is very important and is producing good pictures.

The Markets:—The cattle auctions are among the sights of this City and may be seen at Messrs. Bullrich & Co., Avda. Alem 1950; Mercado General de Hacienda, in Avellaneda, for sheep and horses; Mercado de Liniers, in Liniers, for cows and pigs; Mercado Municipal at Mataderos, slaughtering and market place; Mercado Central de Frutos, in Avellaneda, central market for wool and hides.

The wholesale fish market is the Mercado Bullrich, Paseo Colon 557.

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The largest vegetable market is the Mercado de Abasto, Calle Corrientes 3247.

CHURCHES.

The CATHEDRAL on the north of the Plaza de Mayo is flanked by the residence of the Archbishop. On this site was built the first church in Buenos Aires, a building which was under repair in 1618. After reconstruction in 1677 the edifice collapsed in 1753 and the rebuilding was not completed until 1804. One of the two towers and domes was subsequently removed, so that the architectural proportions have suffered. A frieze upon the Greek façade represents Joseph and his brethren. The tomb of General San Martín is imposing. There are large and elegant marble carvings and in the central nave mural paintings of interest.

The Church of San Ignacio de Loyola, at Calles Alsina and Bolívar, founded earlier, has occupied its present site since 1722. It has two lofty towers. The San Francisco, Calles Alsina and Defensa, controlled by the Franciscan Order, was begun in 1731. Two paintings in the sacristy are ascribed to Michelangelo. La Merced, Calles Cangallo and Reconquista was founded 1604 and rebuilt 1732. The Santo Domingo, Calles Defensa and Belgrano, founded 1756, shows marks made by English bullets in 1806. Four flags taken from Whitelocke's forces in 1806 are preserved. The Holy Cross, Calle Estados Unidos, established by the Passionists, a modern Gothic building in granite, is a monument to Irish piety.

St. John's Pro-Cathedral, 25 de Mayo 282, is Anglican, built one-half at the expense of the British Government and dedicated in 1831. St. Paul's, St. Peter's and St. Saviour's are Anglican places of worship in the suburbs.

St. Andrew's, Calle Belgrano 579, is one of the 8 Scottish Presbyterian churches.

The American Church, Calle Corrientes 718, is Methodist Episcopal, and the first of its kind to be established in South America. The present edifice was built 1863.

Christian Science: First Church of Christ, Scientist, Ayacucho 349; Second Church of Christ, Scientist, Sargento Cabral 841-7; Christian Science Society, Chacabuco 863.

Hotels.

NAME OF HOTEL.	CABLES.	BEDS.	TARIFF PER PERSON PER DAY. PENSION.		REMARKS.
			<i>Without.</i>	<i>With.</i>	
PLAZA, Florida and Charcas.	" Plazaotel "	400	\$50-80	—	De Luxe.
ALVEAR PALACE Avenida Alvear 1891.	" Alvearotel "	500 rooms	\$45-80	—	De Luxe.
CITY HOTEL, Bolívar 160.	" Cityhotel "	700	\$26-39	—	High Class.
CONTINENTAL, Av. R. S. Peña 725.	" Continotel "	250	\$35	—	High Class.
LANCASTER Córdoba 405.	" Lancasterotel "	180	\$32	—	High Class.
NOGARO, Av. Julio R. Roca 556.	" Nogarotel "	200	\$37-42	—	High Class.
CLARIDGE, Tucuman 539.		180 rooms	\$25-36	—	Good.
ARGENTINO C. Pellegrini 37.	—	170	\$22	\$28	Good.
PHOENIX, San Martín 780.	" Oyloyst "	200	—	\$20 up	Good English family hotel.
GRAN HOTEL ROYAL Lavalle 570.	—	120	\$30	\$40	Good.
RICHMOND, Florida 470.	—	100 rooms	\$20	—	Good.
CASTELAR HOTEL, Avda. de Mayo, 1148-52.	" Castelarotel "	350	\$16	—	
GRAND, Florida 25.	" Granhotel "	150	\$18	\$20 up	

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Mendoza corner G. Lopez
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Office in:

Montevideo (Uruguay)
Misiones 1523
Tel. 8-0579

Hotels—continued.

GRAN HOTEL ESPANA, Avda. de Mayo 916.	—	360	\$15-29	—	Spanish.
BOLIVAR HOUSE, Belgrano 768.	—	—	—	\$12 up	English board- ing house.
SPLENDID BOUCHARD HOUSE, Bouchard 48	—	—	\$10	\$15 up	
CALEDONIA SERVICE FLATS, Esmeralda 570.	—	—	—	Suites from \$20 up.	

(Prices in Argentine currency, i.e. moneda nacional) 12 to 15 per cent. of the bill is added by the Hotel to cover service tips.

(For a variety of announcements concerning Buenos Aires and Argentina, see the later section of this book headed "LOCAL CLASSIFIED ADVERTISEMENTS.")

MUSEUMS, LIBRARIES, ARTS, EXHIBITIONS, ETC.

MUSEO DE BELLAS ARTES (NATIONAL GALLERY), Avenida Alvear 2273, in addition to modern European works, there are paintings attributed rightly or wrongly to old masters; paintings representing the conquest of Mexico, executed three or four hundred years ago, and wooden carvings from the Argentine inland territory. Can be visited, daily except Mondays.

THE NATIONAL LIBRARY, Calle Mexico 566, founded in 1810, has occupied its present site since 1902. About 200,000 volumes and 10,000 manuscripts are catalogued.

THE NATIONAL HISTORICAL MUSEUM, Defensa 1600, is open daily, except Mondays. It has 6 salons and a gallery. Trophies and mementoes of historical events are displayed in large numbers.

THE MITRE MUSEUM AND LIBRARY, San Martin 336, preserves intact the household of General Bartolomé Mitre. The manuscripts, documents and printed works are of great value and constitute a unique record of Argentine political development. The Museum and the Library is open daily, except Mondays.

THE NATURAL SCIENCE MUSEUM at Angel Gallardo 450, is open Thursdays and Sundays. It houses palaeontological, zoological, mineralogical, botanical, archaeological and marine sections.

THE MUNICIPAL MUSEUM, Quinta Saavedra, Av. Gral. Paz & Republiquetas, open Thursdays and Sundays, Saturdays and Feast-days, contains coins, utensils hammered from precious metals, old watches, fans, hair-combs, furniture, and pictures.

THE NAVAL MUSEUM, Florida corner Córdoba, is open on Thursdays and Sundays. It contains models old and new, portraits and paintings of historical interest.

THE COLONIAL AND HISTORICAL MUSEUM, at LUJAN, on the Western Railway, is housed in the old Cabildo building, and contains a complete historical and political development of the country. One of the most interesting museums. Can be visited daily, except Mondays.

THE POSTAL, TELEGRAPHIC AND PHILATELIC MUSEUM, General Post Office building, is open Mondays, Wednesdays, Fridays, Sundays and Feastdays.

CABILDO AND MAY 1810 REVOLUTION MUSEUM, Bolivar 65, is open Thursdays, Saturdays, Sundays and Feastdays. Housed in the old Cabildo building which was converted into a museum in 1940, it contains paintings, documents, furniture, etc., recording the epic of May 1810 revolution.

NATURAL HISTORY MUSEUM OF LA PLATA UNIVERSITY, La Plata City, is open daily. World famous museum for its important collections of historical value.

PERMANENT EXHIBITION OF THE ARGENTINE INDUSTRY, Thursday, Saturday, Sunday, and Feast-days, Av. de Mayo 1147, can be visited.

MUNICIPAL MUSEUM OF COLONIAL ART, Suipacha 1422, is open Thursday, Saturday, Sunday and Feast-days. Contains a most interesting and valuable collection of arts pertaining to the Colonial epoch.

Clubs and Social Centres :—Jockey, Florida 577; Del Progreso, Sarmiento 1334; Circulo Militar, Florida 770; Centro Naval, Florida and Córdoba; Circulo de la Prensa, Rodriguez Peña 80; English, 25 de Mayo 586; Strangers, "Club de Residentes Extranjeros" (founded in 1841, and so the oldest in South America), Bartolomé Mitre 430; American, B. Mitre 530; Empire and Services Club, 25 de Mayo 577; French, R. Pena 1832; Spanish, B. de Irigoyen 172; Uruguayan,

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Tucuman 844 ; Automovil Club, Av. Alvear 2750 ; Gimnasia and Esgrima, Bme. Mitre 1154 ; Rotary Club, Bme. Mitre 559.

Games Club:—Tennis, football, rugby, hockey, and basketball clubs are numerous, for these games are played by all nationalities. Cricket is played by the British community and baseball by the American. Hurling is also played by the Irish-Argentines. Polo is also practised and a very high standard of the game is played. The Tigre Boat Club, founded in 1888, is the only British Rowing club in the country. It is open to U.S.A. citizens and the personnel of British ships in port.

The leading GOLF CLUBS are the Hurlingham, Ranelagh, Ituzaingo, Lomas, San Andrés, San Isidro, Saenz Peña, Swifts, Olivos, Jockey, and Hindu Country Club.

The HURLINGHAM CLUB is the most up-to-date and it compares favourably with any athletic club in the world. Provision is made for almost every kind of sport in its grounds. Polo is played there from May to September inclusive.

Freemasonry:—Information about the Masonic lodges in Argentina and neighbouring countries is obtainable from the District Grand Secretary of the Southern Division of South America, Moreno 452. There are 26 lodges in this District, of which "Excelsior" No. 617, founded in 1854, is the oldest.

Useful Addresses:—

BRITISH EMBASSY, Reconquista 314.

U.S. EMBASSY, Av. Alvear 1419.

CANADIAN LEGATION, Bartolomé Mitre 478.

BRITISH CONSULATE GENERAL (Passports, etc.), Sarmiento 443.

U.S. CONSULATE GENERAL, Roque Saenz Peña 567.

UNION OF SOUTH AFRICA CONSULATE GENERAL, Bme. Mitre 430.

ENGLISH CLUB, 25 de Mayo 586.

EMPIRE & SERVICES CLUB, 25 de Mayo 577.

Y.M.C.A. (Central), Reconquista 439.

THE OVERSEAS LEAGUE, San Martín 768.

ROYAL SOCIETY OF ST. GEORGE, 333 San Martín.

ARGENTINE ASSOCIATION OF ENGLISH CULTURE, Charcas 556.

THE BRITISH CHAMBER OF COMMERCE, Calle Bartolomé Mitre 441 (6 Piso).

THE U.S.A. CHAMBER OF COMMERCE, Roque Saenz Peña 567.

CANADIAN TRADE COMMISSIONER, B. Mitre 478.

Y.W.C.A., Tucumán 844.

ROYAL MAIL LINES. Edificio Británico, Reconquista Corner Sarmiento.

BRITISH HOSPITAL, Perdriel 74.

ST. ANDREWS SOCIETY, Peru 352.

SALVATION ARMY, Rivadavia 3255.

BRITISH LEGION, Florida 365.

BRITISH COMMUNITY COUNCIL, Florida 365.

CENTRE OF BRITISH ENGINEERING & TRANSPORT INSTITUTE, Sarmiento 1236.

AMERICAN SOCIETY OF THE RIVER PLATE, Av. R. Saenz Peña 567.

AMERICAN LEGION SPENCER ELY POST, Av. R. Saenz Peña, 567.

BRITISH COUNCIL, Lavalley 190.

The British Society:—The British Society in the Argentine Republic has its headquarters at Calle San Martín 768 (Tel. 32-0572), Buenos Aires and branches at Rosario and Mendoza. It has a membership of over 2,000 persons of British nationality or descent, and is the chief institution of its kind. A lounge, writing-room, and library are open to members. The subscription is only \$20 m/n per annum. Legal advice and assistance with passports and official registration fall within the routine of a body which undertakes the general supervision of the interests of the British community. The education of the children of British parents is one of the matters of importance in which the Society is especially interested.

Cables:—The Western Telegraph Company, Ltd. (British), Electra House, Calle San Martín, 335.

All America Cables & Radio, Inc., Calle Sarmiento, 500. Branch Offices : Av. de Mayo, 1370, Hotel Plaza, Calle Peru 606.

Banks:—BANK OF LONDON & SOUTH AMERICA, LTD. Principal Branch, Calle Bartolomé Mitre 389-399. Sub-branches : Almagro, Calle Rivadavia 4,100 ; Avenida Callao, Avenida Callao, 273 ; Avenida Nueve de Julio, Hipólito Yrigoyen, 1000 ; Avenida Santa Fé, Avenida Santa Fé, 2,002 ; Barracas, Avenida Montes de Oca, 701 and Aristobulo del Valle, 1,702-40 ; Boca de Riachuelo, Calle Almirante Brown, 1,000 ; Calle Florida, Calle Florida, 799 ; Calle Lavalley, Calle Lavalley, 985 ; Constitución, Calle General Hornos, Esquina Brasil ; La Paternal, Avenida San Martín, 2,202-10 ; Once, Calle Pueyrredón, 127-131.

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Telegrams : "BRAZILINE"

Royal Bank of Canada, Corner San Martin and Bartolomé Mitre ; Branches : Calle Callao 291 and Calle Santa Fé. 1288.

Banco Holandés Unido, 25 de Mayo 81.

Parks and Squares:—

The PARQUE LEZAMA, Calles Defensa and Brasil, one of the most beautiful in the city, has old trees, shady paths, rose gardens, terraces, and a bandstand.

The MUNICIPAL BOTANICAL GARDENS, Sta. Fé 3951, give upon the Plaza Italia and contain characteristic specimens of the vegetation of the world. The trees proper to the several provinces of Argentina are brought together in one section.

The PALERMO PARKS with their magnificent avenues form the principal promenade. The Zoological Gardens facing one portion rank in beauty with the finest in the world and contain a large collection of animals and birds.

There are many other important and large Parks, such as 3 de Febrero, Centenario, Saavedra, Avellaneda, Retiro, Chacabuco, etc., which are beautifully laid out.

The OPEN-AIR BATHS (Balneario Municipal) on the river front from Calles Belgrano-Brasil have, in addition to other appointments, an open-air theatre, gardens and public music. The drive along the Balneario river front runs the whole length of the dock.

The SHOW GROUNDS of the Argentine Rural Society, adjoining Palermo Park, are the scene of the great May and September exhibitions of livestock, agricultural produce and implements. The show ground is regarded as the finest in the world.

The Annual Livestock Exhibition, held in August in Palermo Park, is the principal agricultural show of the year, an occasion upon which the finest Argentine specimens of pedigree cattle, horses, sheep, and pigs can be seen.

The RACECOURSE or Hipódromo Argentino, in Palermo Park, seats 30,000 persons. There is an equally large and modern racecourse with grass track at San Isidro, 25 minutes by train or motor-car. The meetings alternate with those at Palermo. There are Sunday races throughout the year, and upon all holidays other than May 25 and July 9. Betting is by totalisator only. A percentage of all winnings is taken by the Jockey Club and the Government and the municipality take equal shares of the surplus beyond expenses.

The Racecourse at La Plata is run on similar lines, with Saturday afternoon and holiday meetings. Special trains run from Plaza Constitución Station.

The PLAZAS of principal interest include the Plaza de Mayo, containing so many public buildings : the Plaza San Martín, with a monument to its titular hero in the centre ; the Plaza Británica, with the clock tower presented by British and Anglo-Argentine residents ; the Plaza Lavalle ; the Plaza del Congreso, the largest in the city ; the Plaza Rodríguez Peña, with its statue to the Chilean General O'Higgins ; the Plaza Italia, with its Garibaldi statue ; the Plaza Once, outside the Western Railway terminus ; the Plaza Constitución, with the Southern Railway terminus Station. There are also the Plazas Independencia, Libertad, Francia, Moreno, Las Heras Alvear, Colón, and the new Plaza de la República, with a 220 ft. Obelisk, at the junction between the Northern Diagonal and the widened Avenida Corrientes.

SUBURBS OF BUENOS AIRES.

Avellaneda (formerly Barracas al Sud) a separate municipality of about 279,592 inhabitants. It is a very important industrial centre, if not the most important of the whole country, for every line of manufacture is established in the zone. Distant three miles from P. Constitución station and is also served by trams and buses, which cross the Riachuelo river.

Belgrano, about 10 minutes by train and 25 by tram, is a suburb of modern houses and a favourite resort of British residents. There are cricket and tennis clubs, a golf course, an English high school, and church. The Calle Cabildo is famous.

Flores, about 10 minutes by train from Plaza Once, the terminus of the Sarmiento Railway, and 25 from Plaza Victoria by bus or tram.

Hurlingham, on the San Martín, about 45 minutes' journey (17 miles), has a fine club. The principal sports are polo, cricket, golf, and tennis. Many of the residents are British, and there is an English school for girls.

Lomas, distant 9 miles upon the General Roca Railway, is accessible also by the Temperley tram and adjoins Banfield. Athletic Club, English school for boys and girls, and church. The population

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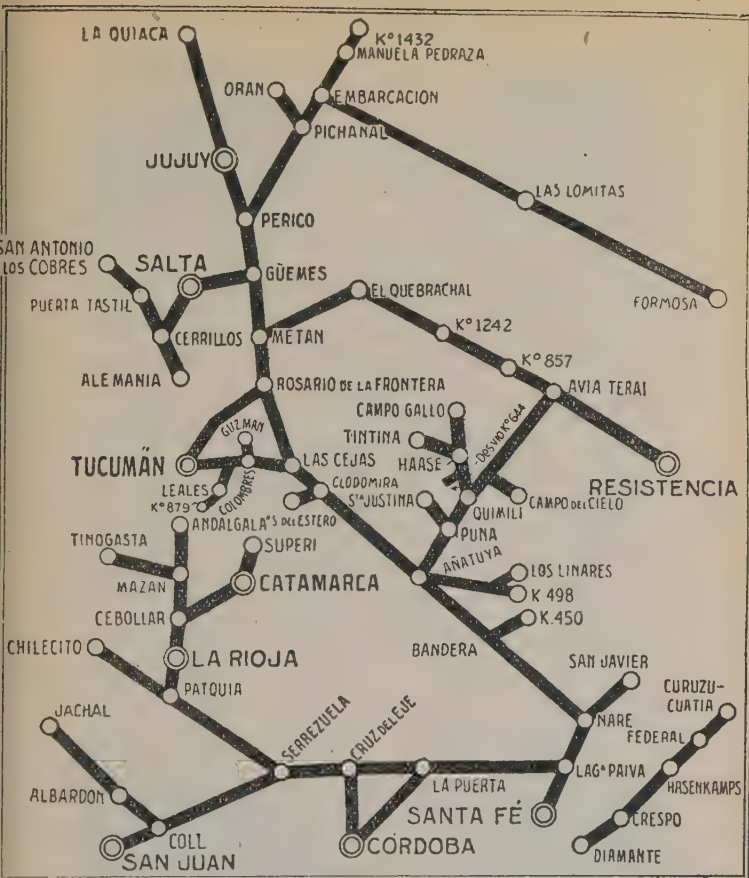
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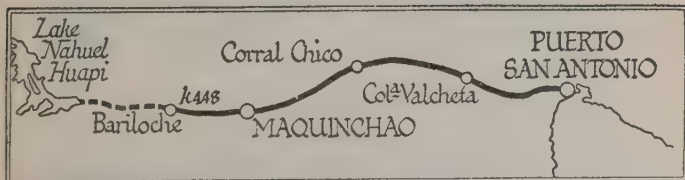
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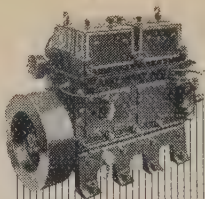
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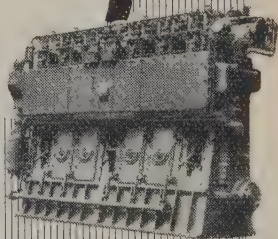
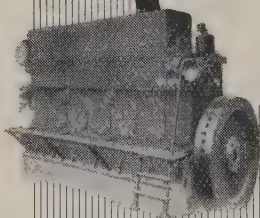


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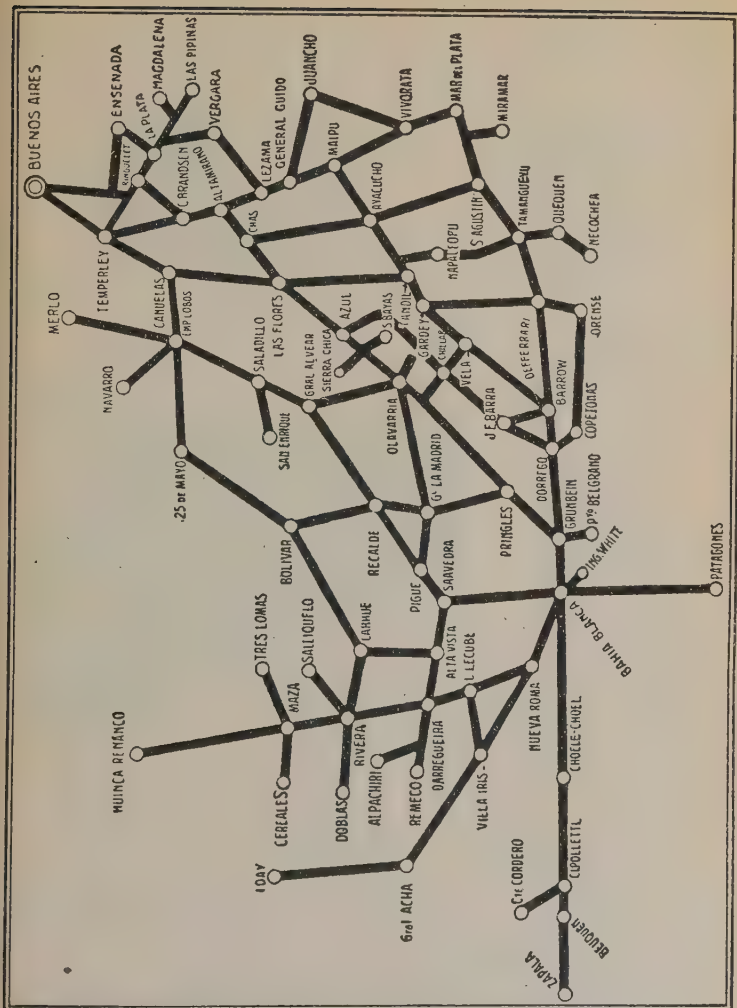
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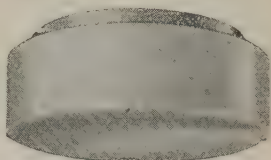


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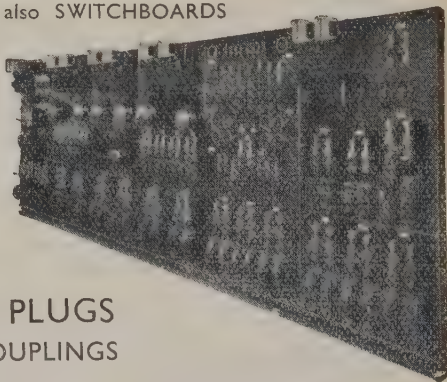
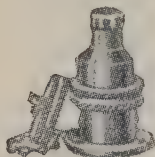
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is about 130,000, and there is a large British community.

Olivos, fifteen minutes' ride on the Bartolome Mitre Railway, on the River Plate coast, is a favourite residential district offering bathing, fishing, yachting, golf, and athletic sports. It has quays for small trading vessels. Population, 24,675.

Quilmes, an important industrial centre, particularly for beer, textiles, rayon, and glass. It has one of the largest Breweries in the world. The population is 105,000. It has many British residents, and an English college, a High School for Girls, and church. It has an excellent bathing station, and is a most pleasant summer resort. The Ranelagh golf course is near at hand. It is served by the Roca Railway, trams, and buses.

San Isidro, on the Bartolome Mitre Railway and the south side of Rio de la Plata, is a resort for golf, yachting, swimming, and athletics, and one of the most picturesque places on the coast. There is a magnificent turf race course, a branch of the Palermo course at Buenos Aires. Population, 25,070.

Temperley, a junction on the General Roca Railway, about 11 miles from Plaza Constitución, is also served by trams and buses. It adjoins Lomas, has fine country houses, and many British residents. Population, 24,932.

Tigre, on the Bartolome Mitre Railway, stands upon an island, about 18 miles (35 minutes) from Buenos Aires. A beauty spot and the site of yachting, rowing, and other clubs, it is one of the most delightful and accessible of resorts. Regattas are held in November and March upon the River Lujan.

Numerous "Recreos" and Restaurants on river front, but sleeping accommodation very poor.

CAPITALS OF PROVINCES AND TERRITORIES.

Catamarca, capital of the small Andine province bordering upon Chile, is 38 hours' train journey from Buenos Aires (760 miles), on the Belgrano Railway, and about 80 miles south from Tucumán. This old colonial city of about 30,000 inhabitants is set among the hills at 1,600 ft. above sea-level. It is a centre of fruit, grape, and cotton culture and of mining and cattle farming. It is also famous for the hand weaving of "Ponchos." Pilgrimages are made to its church, the Virgin of the Valley, by the devout, and its thermal springs are curative.

Hotels:—San Martin, Aguila, Plaza

Córdoba, a provincial capital of 351,544 inhabitants, stands at an altitude of 1,440 feet, 432 miles from Buenos Aires. The district is renowned for its beauty and the city for its buildings, for in point of age Córdoba comes next to Lima. The university, founded in 1613, was the first in the country, and there are many residences of the colonial period. The National Observatory is here and makes Córdoba the Argentine Greenwich. There is no more interesting centre for the tourist and holiday maker. Picturesque in itself, the town is near to sierras, lakes and waterfalls of exceptional beauty, and is easily reached. A line between Córdoba and Santiago del Estero *via* Forres Road, is open to Rosario (383 kms.), and to Buenos Aires. For a list of resorts in the Sierras of Córdoba see also p. 159.

Hotels:—Bristol, San Martin, Ritz.

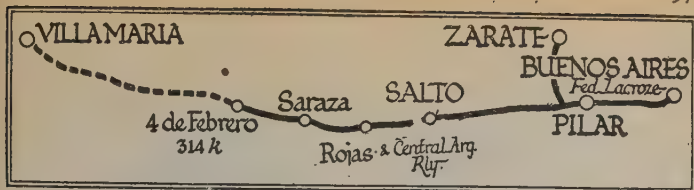
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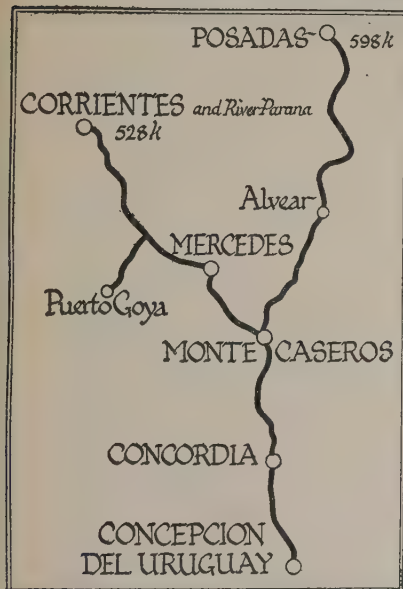
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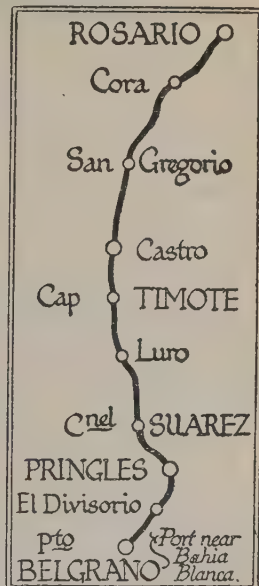
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Corrientes is the capital of the province of Corrientes, in the north-east of the Republic, $1\frac{1}{2}$ days' train journey (660 miles) from Buenos Aires. It stands 25 miles below the confluence of the Paraguay and Paraná Rivers and is the old San Juan de Vera of the Conquistadores. The town seems destined, by virtue of its communications, to a large growth in importance. In touch with the river traffic carried on by the Dodero Line with Buenos Aires and Montevideo, it is well served also by the Gen. Urquiza Railway. The town has 56,000 inhabitants. The public buildings include the Government House, Cathedral and Museum. The town has an Academy of Arts, a racecourse, and several athletic grounds. There is an air service between Corrientes and Buenos Aires.

Hotels:—Buenos Aires, Bristol, Coión.

Shipping:—Dodero Line steamers up the Rio Paraguay to Asunción and Corumba; down the Paraná to Buenos Aires; up the Alto Paraná to Posadas.

Formosa, on the Rio Paraguay, capital of Formosa Territory, adjoins the Paraguayan frontier. It is in a region where half the population are Indians and has itself a population of 18,500. The vegetation and climate are tropical. The surroundings are flat and swampy. Tobacco and sugar cane are grown and many cattle are kept in the vicinity. It is reached from Buenos Aires (1,380 miles) by Dodero steamer; from Salta or Embarcacion by rail.

Hotels:—Ideal, Palace, España.

Shipping:—Dodero steamers up the river to Asunción and down river to Buenos Aires.

Gallegos (known also as Rio and Puerto Gallegos), capital of the Territory of Santa Cruz (Patagonia), stands at the mouth of the river Gallegos, 1,600 miles from Buenos Aires. There is weekly communication by steamer with Punta Arenas and there are occasional steamers to Buenos Aires. The spring tides reach the extraordinary height of 52 ft. above the ebb. Tallow manufacturing is the chief of the local industries and a large trade is done in wool and sheepskins. A frigorifico is operated by Swifts. The population is 7,003.

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Cables:—Western Telegraph Co., Ltd. Agent: A. M. Gallie, Casilla 65.

Jujuy, capital of its province, stands in the mountains towards the Bolivian frontier at an altitude of 4,000 feet. It is a picturesque Colonial town of about 20,000 inhabitants with a warm but healthy climate, set amongst fascinating scenery ranging from snow-capped mountains to tropical valleys and the cacti plants of the Humahuaca desert. Quaint, red-roofed houses, colourful Indians and their llamas. Minerals and timber are worked in the vicinity. The distance from Buenos Aires (1,000 miles) is covered in $36\frac{1}{2}$ hours *via* Tucumán, over the Mitre and Belgrano Railways upon the direct line *via* La Quiaca into Bolivia.

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La Plata, Capital of the Province of Buenos Aires, was founded in 1882. It is 35 miles from Buenos Aires, and can be reached by rail (General Roca), road, or by river. It is the seat of the Archbishopric, and is the educational as well as the political capital of the Province. Its Universities, secondary schools and colleges, technical schools for women, etc., are famed throughout the Republic and hold a high place in South American education. Its Museum of Natural History is one of the best in the world and has several unique specimens. In industry the major interest is chilled meat, for its port, one of the best in the Republic, is accessible to ships of the largest tonnage and makes it a main outlet for the produce of the pampas. The next important industry is the Y.P.F. (Government owned) Petroleum Distillery. La Plata is Argentina's "Model City," for it contains wide streets and diagonals and imposing modern public buildings. Population of the City, 217,738

Points of Interest:—The La Plata Museum, famous for its collection of extinct animals is open daily, except on public holidays. Its treasures are largely ethnological and include human skulls, mummies, and prehistoric implements used by man. There are zoological, botanical, geological, mineralogical, palæontological and archaeological sections with cases interesting both to the curious and the scientific. Well laid-out Zoological Gardens; fine racecourse (under B.A. Jockey Club rules) and Observatory. The Museum, Zoological Gardens, and Observatory are all in the public park. The Town Hall and Cathedral are in the Plaza Moreno. Ten minutes in the train takes one to the picturesque Islas de Río Santiago and to the Yacht Club, Arsenal, and Naval Academy. Swift's Golf Club is 10 minutes away by car or train.

Hotels:—Argentino, Sportsman, Savoy, Los Baskos.

Cables:—Western Telegraph Co., Ltd. Agent: Puleston & Co., Calle 49, No. 732.

La Rioja, capital of the province of La Rioja, is in the Andine region, a rich agricultural and fruit growing district. The city stands at an elevation of 1,650 feet and is 39 hours by train from Buenos Aires (130 miles) over the Mitre Railway, and Santa Fé-Catamarca lines. It is 208 miles from Tucumán. It has antiquity and combines modern public facilities with quaint costume and colonial buildings. The population is 15,000.

Hotels:—Aguila, Savoy.

Mendoza, capital of the province, is 650 miles from Buenos Aires on the Transcontinental Railway to Valparaiso, or about 15 hours by train, 16 by road, or 4 by aeroplane. The city has admirable plazas and promenades. Itself some 2,460 feet above sea-level, it is situated in the foothills of the great Cordillera of the Andes, within sight of the snow-covered peaks. The "Garden of the Andes" is the name that the residents give to their town. The products of the garden—wine, grapes, and fruit—have an increasing commercial importance. A grape packing and cold storage plant has been opened. Petroleum production is growing rapidly, and the area is now the second largest producing centre in the Republic. The population is 105,328. The rainfall is slight, and temperature equable.

Points of Interest:—The Park with its watercourses, lake, and Zoological Gardens; Plazas Independencia and San Martín; the Municipal Theatre; the Jockey Club. A visit should be paid to the Cerro de la Gloria overlooking the city to see the view from the monument. The annual Grape Harvest Festival is in March. The thermal springs of Villaviciencio and Cacheuta are within 30 miles. The charming mountain resort of Potrerillos (*Gran Hotel de Turismo*) is 56 kilom.

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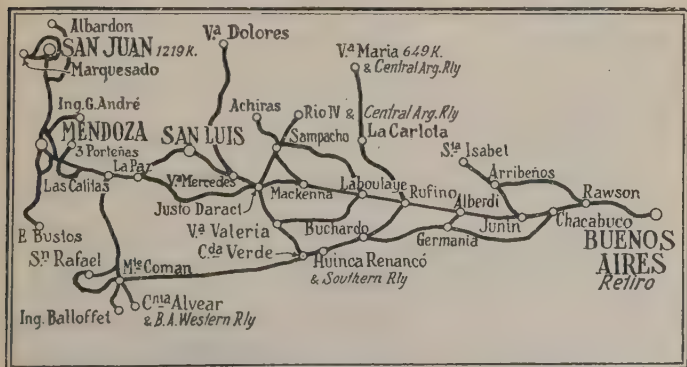
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away. It is reached by car in an hour. There are ski grounds nearby. A road, along the foothills of the Andes, is being built to San Carlos de Bariloche (1,342 kiloms).

Hotels:—San Martín, Cervantes, Plaza, Imperial, Savoia; Roma, City; El Progreso Restaurant.

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Cables:—All America Cables & Radio, Inc., Calle Las Heras.

Neuquén, capital of the territory of Neuquén, is in the north-western corner of Patagonia and is served by the Roca Railway. It is 700 miles from Buenos Aires and has a population of 10,000. Lake Nahuel Huapi can be visited by motor-car or by launch down the Rio Limay. The great Rio Negro barrage, near at hand, has opened up the surrounding area to colonization. There is now a regular steamer service on the Rio Negro between Neuquén and Carmen de Patagones.

Hotels:—Limay, Confluencia, Italia.

Paraná, a port on the right bank of the Paraná and the capital of Entre Ríos province, is 364 miles from Buenos Aires upon the Mitre and the Urquiza Railways. An important cereal centre, it is served by river steamers of the Dodero Line. The urban population is 76,000. In the period 1853-1862 the city was the capital of the Republic. The Urquiza Park, the Governor's Palace and the Cathedral are the chief objects of interest to tourists. Roads have been built to Villaguay and Concordia.

Hotels:—Plaza, España, Central.

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Posadas, capital of the Misiones District, stands on the bank of the Alto Paraná and is connected by ferry with the Paraguayan town of Villa Encarnación. It is 34 hours from Buenos Aires (705 miles), over the General Urquiza and the General Mitre systems; and 14 hours' train journey from Asunción. Posadas is in touch with Corrientes (36 hours) by Dodero river steamer. Boats from Buenos Aires leave Posados for Puerto Aguirre, whence the Iguazu Falls are visited. The town is also a point of departure for visits to the San Ignacio and other ruins. Yerba maté and tobacco are grown in the area. The river distance from the capital is 855 miles. Population, 38,000.

Hotels:—Eden, España, Apolo.

Rawson (population 2,500), capital of the Chubut Territory, stands on the bank of the Chubut River and about 7 miles from the coast. The name of the settlement is that of its founder, who established a Welsh Colony near this point. Connection with Buenos Aires is by steamer to Port Madryn and by Patagónico Railway *via* Trelew (10 miles).

Hotel:—Paris.

Resistencia, capital of the Chaco Territory, on the bank of the Paraná, faces the town of Corrientes. Its port, Barranqueras, is 4 miles away and the railway ride from Santa Fé is 17 hours. The population is about 50,000. River steamer services are maintained upon the Paraná. This district is one of the most progressive in the northern part of the country. A few years ago it was mainly populated by Indians, but nowadays the large European settlements of colonists have made it a rich industrial centre, connected with extensive cotton plantations, quebracho and other forestal products, cattle trades, etc. There is an air service to and from Buenos Aires.

Hotels:—Colón, Comercio, Cavadonga, España.

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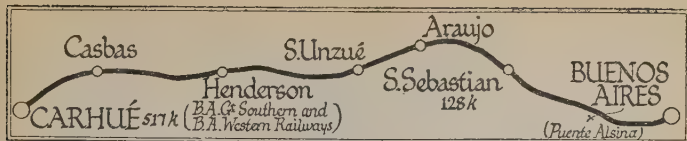
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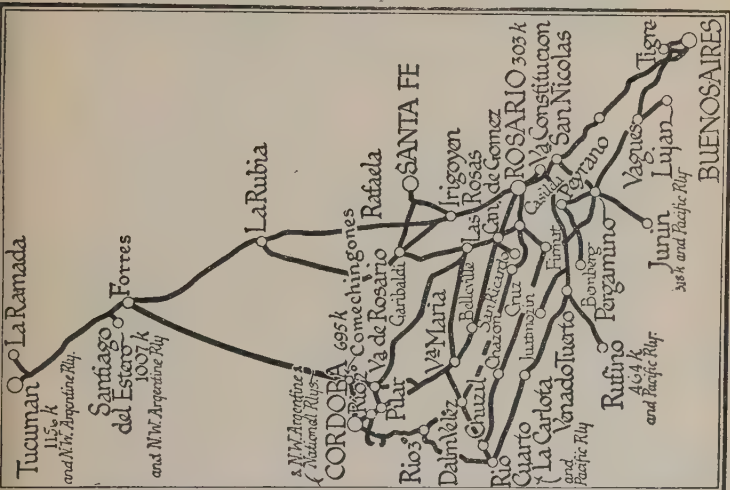
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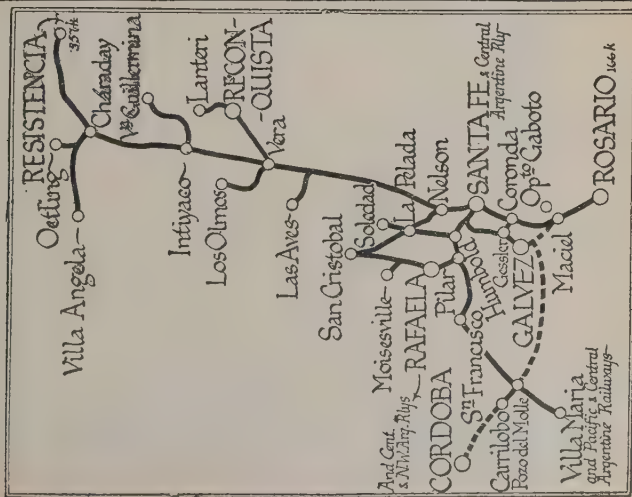
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Salta, capital of its province in the far north of Argentina, is roughly 36 hours by train from Buenos Aires, on the Belgrano Railway; distance, 1,000 miles. The environs are hilly and strikingly beautiful. The City itself, which is 1,200 metres above sea level, is on the River Arias, in the Lerma Valley. Enough of the Colonial character remains to add to the charm of its buildings. Salta is one of the richest provinces in minerals. Petroleum is the most important product. Other minerals such as silver, lead, copper, gold, marble, lime, etc., exist and offer very good prospects for the future. Cattle are fattened in the vicinity for supply to Chile and Bolivia; tobacco is grown and the City ranks as an important local market. Sugar and grapes for wine are also an important factor of industry. The population is about 43,000.

A railway, 559 miles long, is open to Antofagasta (Chile).

Hotels:—Colon, Plaza, Bristol.

San Juan, capital of the province of San Juan, to the north of Mendoza, stands in the Tulum Valley. The city is 30 hours (750 miles) from Buenos Aires and under 4 hours (97 miles) from Mendoza upon the San Martín Railway. The urban population is 36,000. The surroundings are picturesque; wine-growing and cattle raising are the principal industries and there are minerals in the locality. Much of the local trade is with Chile. It was badly damaged by an earthquake early in 1944.

Hotels:—Castellana, City, Moderno.

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San Luis, capital of the province of San Luis, has a population of 39,453. It stands at the foot of the Cordillera and at an altitude of 2,513 feet, some 490 miles from Buenos Aires on the San Martín Railway, and 160 miles from Mendoza. The town is surrounded by Sierras, and its architectural character is colonial. It was founded in 1597 by Martín de Loyola. Cattle rearing, grain growing, and viticulture are the industries of the region. The area is rich in minerals, and an onyx quarry is being worked.

Hotels:—España, Roca, Royal.

Santa Fé, capital of the province, is 378 nautical miles from Buenos Aires by River Paraná. Boats leave Buenos Aires twice weekly, arriving next day. There are also daily trains by the Mitre Railway and Belgrano Railways, the distance by this route being about 300 miles. Population, 168,011. It is the centre of an exceptionally fertile region, and has two large docks for ocean-going steamers. The principal industries are flour milling, cereals, dairy, and quebracho extract. The Santa Fé Railway has its headquarters here. It is a university town, with theatres, a racecourse, rowing club, and facilities for tennis and other games. A road is open to San Francisco (province of Córdoba).

Hotels:—España, Plaza, Royal, San Martín.

Santa Rosa, capital of La Pampa Territory, is 375 miles from Buenos Aires on the Sarmiento Railway. The population is 14,000. It is the centre of a cattle growing and agricultural area.

Hotels:—Apollo, Comercio.

Santiago del Estero, capital of its province, and 630 miles from Buenos Aires, was founded in 1553. The church and convent of Santo Domingo date from 1590. It is served by the Bartolomé Mitre and Belgrano railways. The city is near the banks of the Rio

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Dulce, spanned by a mile-long steel bridge carrying the railway. Nearby are the famous Rio Hondo springs, which are frequented by large numbers of tourists from July to September. A branch railway line *via* Forres is open to Cordoba. Population, 70,000.

Hotels:—Sportsman, Celta and Plaza.

Tucumán, capital of the province, is the busiest and most populous town in the north of Argentina, with a population of about 152,508. Its natural beauties are great and the social life most agreeable. Tucumán has been called "The Garden of the Republic." It is the chief centre of the sugar industry, with 30 refineries in the Province. It has a cathedral and Jesuit College, and here the first Congress of the Republic was held in 1816, when Argentine Independence was declared. It is easily reached by four systems of the Belgrano and Mitre Railways. It is 23 hours (714 miles) from Buenos Aires by the Mitre Railway.

Hotels:—Savoy ; Plaza ; Internacional ; España ; Americana.

Sight Seeing:—Two parks, 9 de Julio and Avellaneda ; Aconquija Park ; Villa Nougés, a fine group of buildings outside the city ; the view from the "Vivero" of the University ; the Quebrada de Lules ; Bishop Colombes' house ; the house in which the Declaration of Independence was signed.

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Cables:—Western Telegraph Co., Ltd. Agent : Jose Manuel Cortes, Crisostomo Alvarez 75.

Ushuaia, capital of the Territory of Tierra del Fuego, discovered by Magallanes in 1520, is the most southerly town in the world. It stands upon the Beagle Channel ; there are impressive views of snow-clad peaks, rivers, waterfalls, dense woods and rich valleys. Most of its trade is with Magallanes, Chile. Local industries are extensive sheep farming, furs and timber. The freezing plant at Rio Grande kills more than 250,000 sheep annually for exportation. The important National Penal Settlement here has now been done away with, and arrangements are being made to settle European immigrants. The population is about 1,200. There are steamer connections between Buenos Aires, Gallegos and Chilean ports.

Viedma, capital of Rio Negro, stands upon the river Viedma about 19 miles from its mouth, opposite Carmen de Patagones. The

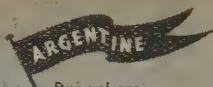
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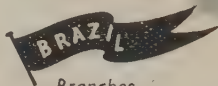
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town has 9,000 population, and is reached from Buenos Aires (577 miles) and Bahía Blanca by the Roca Railway. A railway and road bridge spans the river between Viedma and Patagones. This is the only direct rail connection between the northern and southern portions of the Republic. Launch or motor can be taken for San Antonio Oeste, the terminus of the State Railway leading to Bariloche.

Hotels:—España, Italia.

OTHER IMPORTANT CITIES AND TOWNS.

Azul, a modern town of 30,000 inhabitants upon the Roca Railway, 178 miles from the capital, is an important cattle centre. The neighbouring sierras are picturesque, and the valley of the Azul River gives good shooting. The lines to Coronel Dorrego and Tandil are open.

Hotels:—Argentino, Colón, Comercio.

Bank of London and South America.

Bahía Blanca, 397 miles south of Buenos Aires, comprises the City itself, built back from the river front, and five adjacent ports. The urban population is 93,000. It is the commercial centre and port for a wide agricultural region stretching west to Chile and containing about a million people. A railway runs west to the Chilean frontier, where it will connect with a branch of the north-south Chilean railway system.

The export is mostly grain. Petroleum products, agricultural machinery and lumber are the main imports. There is a paved road to Buenos Aires.

The ports are at various distances from the city on the north bank of the Naposta. Arroyo Pareja and the naval base of Puerto Belgrano are at the mouth of the estuary; Puerto Ingeniero White is 14 miles inland, Puerto Galván 2 miles beyond, and Cuatreros is another 5 miles upstream.

Hotels:—Atlántico, Italia, España.

Railways:—Roca Railway and Rosario-Puerto Belgrano Railway.

Excursions:—To Sierra de la Ventana, 2½ hours' rail.

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Cables:—Western Telegraph Co., Ltd. Agent: R. C. Hill, O'Higgins 32. All America Cables & Radio. Agent: E. Burton, Calle Brown 43.

Barranqueras, a river port upon the Paraná, 1,200 kilometres from Buenos Aires, and close to Resistencia and Corrientes, is used for the shipment of hardwoods and cotton from the Grand Chaco Territory. It is served by the Santa Fé Railway.

Hotel:—Bs. Aires.

Campana, on the left bank of the Paraná, 50 miles from Buenos Aires, served by the Bartolomé Mitre Railway and by steamers, is of industrial importance. Meat-freezing, oil-refining, and grain storage are the leading industries. Population of the town, 14,000.

Hotels:—Campana, Verdier.

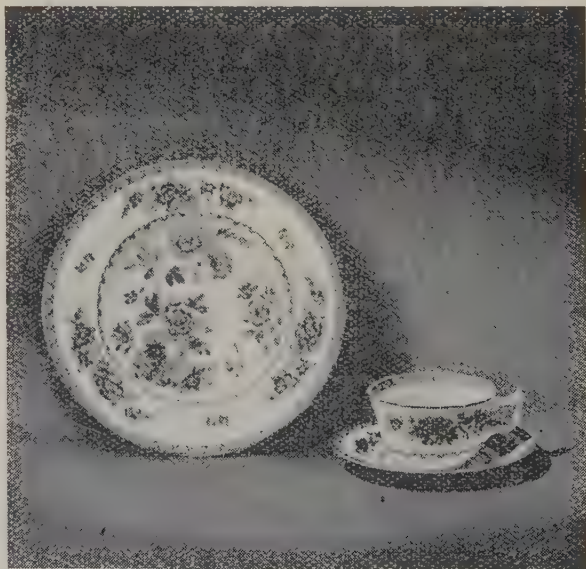
Carmen de Patagones, opposite Viedma, upon the Rio Negro and connected by rail with Bahía Blanca (170 miles), is the point of departure for State-owned services of river steamers plying to Choele-Choele and Neuquén. There are important stock-raising establishments in the district.

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Hotels:—Argentino, Percaz.

Casilda, upon the Bartolomé Mitre Railway, 210 miles from Buenos Aires, and in the Province of Santa Fé, is a modern and prosperous town of 21,200 inhabitants. It is an important agricultural district. There is a National Agricultural School to train young men for agricultural administration.

Hotels:—Italia, España.

Chascomús, upon the Roca Railway, seventy miles from the capital, picturesquely placed among a series of lagoons, is a thriving town of 9,000 inhabitants. There are important livestock and dairy enterprises in the neighbourhood, where maize and linseed are grown upon a large scale. On the main road to Mar del Plata, it is an ideal place for week-ends.

There is a large salt water lake covering 3,000 hectares which increases in size with the rains. This brackish water is an important breeding place for Pejerrey fish, up to 1,000 kilos of which have been caught in one day during the winter season, when amateur fishing competitions are held. Various water sports are also held.

Hotels:—Americano, Colon.

Cinco Saltos, 12 miles from Neuquén and 635 miles from Buenos Aires on the Roca Railway, is the seat of the railway company's experimental fruit farm. The damming of the Rio Negro has fertilized the region and made it one of the finest of fruit-growing districts. There is quite a number of British fruit farmers in this district.

Hotels:—Union, Argentino.

Colón, in Entre Rios, on the Uruguay River, 23 miles north of Concepción, is served by branch railway and by river steamers. The river is picturesque, with cliffs visible from a considerable distance.

Hotels:—De Carli, Pesoa.

Comodoro Rivadavia, in Chubut, on the Gulf of St. George, important as a source of petroleum, wool and hides, is served regularly by small steamers and by planes from Buenos Aires. A railway runs inland to Colonia Sarmiento (120 miles). The rail motor-coach takes 4 hours and runs daily. Population, 15,000.

Hotels:—Colon, España, Europa.

Bank of London and South America.

Concepción del Uruguay, in Entre Rios province and the terminal of the Urquiza Railway, is a river port of some historical interest and commercial importance. It is the seat of a National University. It was founded in 1778, and was the scene of a sharp revolutionary engagement in 1870, in which year Urquiza was assassinated in the San José Palace. Population, about 28,000. There are railway branches to Paraná, Colón, and Concordia. It does a large trade with Uruguay and is growing rapidly.

Hotels:—Concordia, Paris.

Local Steamers:—Daily to Paysandu (Uruguay).

Concordia, on the right bank of the Uruguay River facing Salto, is one of the chief towns in the province of Entre Rios. Several lines of railway converge at this point and there is good river transport. The town has 38,000 population and is the centre of a considerable business with Brazil, Paraguay, and Uruguay. The place is one of the best angling centres in Argentina. Good sport is to be had with rod and spoon at Salto Grande and Salto Chico, where dorado and salmon are plentiful. Concordia is reached from the Chacarita station, Buenos Aires (330 miles), by the Urquiza Railway, or by Dodero steamers twice a week from Buenos Aires. The railway

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line to Federal has been completed. A road has been built to Paraná (240 miles).

Hotels:—Continental, Imperial, Colón, Concordia, Universal.
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Dolores, on the Roca Railway line, Province of Buenos Aires, with an urban population of 25,000, was founded in 1818. It is an important agricultural, pastoral and cattle farming centre, and seat of the Southern Tribunal Department of the Province, with its own Law Courts, high schools, and National College.

Empedrado, upon the Paraná River, and 630 miles by rail from Buenos Aires, furnishes oranges and rice for the capital. It is some two hours' train journey south of Corrientes, and a regular port of call for the Dodero steamers. Population, 24,300.

Hotels:—Vallejos Hnos, Luis Pilili.

Goya, in Corrientes Province, a port upon the Paraná River, near its junction with Santa Lucia, is 620 miles by rail from Buenos Aires. It is on the Bartolomé Mitre and Urquiza Railways, and is a large distributing centre. The urban population is 22,000. Motor-ferry service across the river to Reconquista.

Hotels:—España, Sportsman, Plaza, Solari.

Guauguay, centre of one of the richest agricultural, cattle and sheep ranching regions in Entre Rios province and served by the Urquiza Railway, is 175 miles by rail from Buenos Aires. Population, about 23,500. Its river port, Puerto Ruiz, five miles away, is on the Guauguay tributary of the Paraná River.

Hotels:—Ferrecio, La Union.

Guauguaychu, in Entre Rios, is a port 12 miles up the Guauguay tributary of the River Uruguay. Fray Bentos (Uruguay) is upon the left bank of the main river. Local steamers connect the two towns four times a week. The town is reached by rail from Buenos Aires (230 miles), and by steamer, and by the Urquiza Railway from Concordia. There are tanneries and frigorificos. The population is 30,585.

Hotels:—Comercio, Paris.

Ibicuy, on the left bank of the Paraná River, is served by a train-ferry from Zarate, and so making a connection between the Bartolomé Mitre and Urquiza railway systems. The crossing of the delta (52 miles) takes 5 hours. The port facilities are good. The picturesque Ibicuy Islands can be visited by steamer.

Hotel:—Entre Rios.

Junín, on the direct line to Chile, 157 miles west of Buenos Aires (here are the workshops of the San Martín Railway), is served also by the Mitre Railway. The town is of fair commercial importance, in a grain and cattle-farming district and close to lagoons from which quantities of freshwater fish are taken for the Buenos Aires market. Urban population, 36,000.

Hotels:—Buenos Aires, Roma.

Cables:—All America Cables & Radio, Inc., Ayacucho 17.

La Quiaca, on the Bolivian-Argentine frontier, is 1,180 miles (50 hours) from Buenos Aires and 175 from Jujuy. The altitude is over 10,000 feet and the climate is cool, requiring overcoats the year round. The Urquiza Railway has its terminus at this point, a few hundred yards from the Bolivian railway station of Villazon, where connection can be made *via* Atocha (176 miles) with the

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Bolivian railway system. It is the distributing centre for Southern Bolivia and there is some smelting.

Hotels:—Savoy, Gran Hotel, La Quiaca.

Mercedes (de Buenos Aires), an important agricultural and pastoral centre, 60 miles from Buenos Aires on the Sarmiento Railway, has about 21,600 inhabitants. The town is at once old and progressive, with a considerable commerce, many notable private residences and large public buildings, including Law Courts. (Note: This town must not be confused with the Mercedes in Corrientes.)

Hotels:—Paris, Comercio, Perazzo.

Pergamino, 141 miles from Buenos Aires and 76 from Rosario, on the Bartolomé Mitre Railway, is a considerable railway centre. Three branches of the Mitre radiate from this point, and the town is served also by the San Martín. Population, 31,000.

Hotels:—Sarmiento, Union, Comercio.

Plaza Huincul, 800 miles from Buenos Aires on the Roca Railway, and 51 miles short of Zapala, has large oil wells.

Pringles (Coronel Pringles), in Buenos Aires Province on the Roca and Rosario-Puerto Belgrano Railways, 304 miles from the capital, and 135 miles north of Bahía Blanca, is 900 ft. above sea-level in a flourishing agricultural district. Population, 12,700.

Hotels:—Pringles, La Paz.

Puerto Madryn, in Chubut, a small port in a good bay, Golfo Nuevo, with regular coasting steamer connections with Buenos Aires, is the northern terminal of the Belgrano Railway to Trelew (44 miles), Dolavon, and Rawson. It was founded by the Welsh colonist, Parry Madryn, in 1865. Population, 2,300.

Hotels:—Paris, Playa, Siguero.

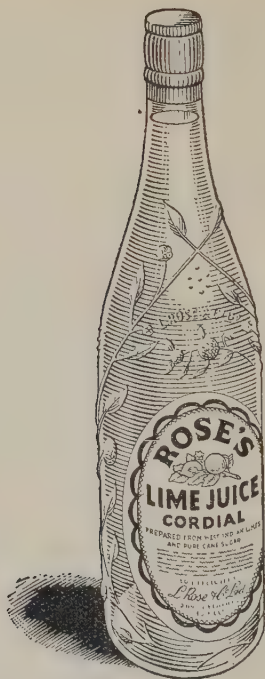
Puerto San Antonio, in the Gulf of San Matías, on the Belgrano Railway between Viedma and Bariloche, has a shallow bay and a small wharf. The surroundings are pastoral, and the population about 4,000. There is a 'bus service south to Punta Arenas (1,300 miles; 6 days).

Rio Cuarto, in Córdoba Province, upon the San Martín and Mitre Railways 380 miles from Buenos Aires. It has a population of 49,000, and is a considerable agricultural centre. The town is about 140 miles south of Córdoba.

Hotels:—España, Moderno, Italia, Roma.

Rosario, chief city of the province of Santa Fé, and second city of the Republic, 190 miles by rail from Buenos Aires, is on the Paraná River and is accessible to steamers of 10,000 tons. By river the distance from Buenos Aires is 203 nautical miles. Rosario has various industries, including flour-milling, furniture, leather, bricks, printing and confectionery, but it is primarily a centre for the shipment overseas of the agricultural produce brought from the central and northern provinces and a convenient base for the inland distribution of agricultural and general supplies. From October to early March visitors may expect to find warm weather, and from December to the end of February it is uncomfortably hot.

The streets are wider than those of Buenos Aires, and there are fine boulevards and handsome open spaces. The river bank is high at this point. Changes in local temperature are sudden. The urban population is 464,688. A concrete paved road, on the route



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to Cordoba, unites Rosario to Buenos Aires (356 kilometres), *via* San Nicolas and Pergamino.

The British Chamber of Commerce at the British Consulate, Rosario, is affiliated to the British Chamber of Commerce for Argentina.

Hotels:—Italia, Mayo, Savoy.

Markets:—Mercado Central, Calle San Martin; also Mercados Norte, Sud, and Abasto. Best time, 6-8 a.m.

Points of Interest:—Parque Independencia (Rose Garden), Boulevard Oroño, Cathedral (Roman Catholic) in Calle 25 de Mayo; S. Bartholomew's Church (English), Calle Paraguay; Racecourse, Law Courts, University, Hospitals, the Frigorifico Swift, Grain Elevators, Petrol Installations, the Alberdi and Arroyito Boat Clubs, and Saladillo (salt water springs). Golf Club (Station, Parada Links, F.C.C.A.). The Aero Club is at the fashionable suburb of Fisherton, headquarters of the British community.

Rail:—Rosario is 4½ hours from Buenos Aires on the Bartolomé Mitre Railway and Belgrano Railway by express train, and is served also by the Province of Santa Fé Railway (narrow gauge), the Cia General, and the Mitre and Roca railways to Puerto Belgrano.

Road Transport:—There are regular motor-bus services to Arroyo Seco, Casilda, Cañada de Gómez, San Lorenzo and other important centres up to 80 kilometres from the city. Also to Buenos Aires.

Ferry:—There is a service of ferries between the ports of Rosario and Victoria.

Bank of London and South America.

Cables:—Western Telegraph Co., Ltd. (British), Calle Santa Fé, 1116. All America Cables & Radio, Inc., Calle Santa Fé 1127.

Salto, in Buenos Aires Province and 107 miles from the capital, is on the Province of Buenos Aires Railway. Apart from its commercial position the place is interesting to scientists. Fossil remains of prehistoric animals have been found in numbers here. Population, 8,000.

San Nicolás, 40 miles below Rosario, upon the Paraná River, and 148 miles from Buenos Aires upon the Bartolomé Mitre Railway, has a population of 25,000. The port facilities are good, and various manufacturing industries have been established. The main products are cattle, flour, and agricultural produce. An important road is open to Pergaminó (45 miles).

Hotels:—España, Italia.

Cables:—Western Telegraph Co., Ltd. Agent: Leopoldo Lehr, Buenos Aires, 102.

San Rafael, 240 kilometres to the south of Mendoza. Height 688 metres above sea-level. Ranks second to Mendoza in importance with a town population of 20,000 and a surrounding population of about 80,000. An important agricultural and livestock district, and, owing to special soils and climatic conditions, one of the most important zones for fruit.

Hotels:—España, Ideal.

Santa Cruz, near the mouth of the Santa Cruz River, regularly visited by steamers from Chile and Buenos Aires, is one of the best of the natural ports of Patagonia. Sheep are farmed extensively in the valley. The town consists of two or three hundred houses.

Trelew, founded by Welshmen in 1881, is 43 miles upon the Belgrano Railway from Port Madryn. It has about 7,000 inhabitants, and is commercially the most important Patagonian town, situated in a great sheep-farming district.

Hotels:—Americano, Eliceagua, Progreso.

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Tres Arroyos, a very progressive town on the Roca Railway, 507 kiloms. from Buenos Aires, in an important agricultural and livestock district. Urban population is about 39,000. The place gets

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its name from the fact that it is encircled by three rivers, the Quequen, Salado and Cristiano Muerto.

Venado Tuerto, in the province of Santa Fé, and 231 miles from Buenos Aires on the Bartolomé Mitre Railway, is a pleasant country town of 15,000 population, with many large and well-managed estancias near at hand. It has an excellent country club at which race meetings and tournaments are held twice a year.

Villa Constitución, on the left bank of the Paraná, and 23 miles south-east of Rosario, is visited by steamers drawing 25 feet. Cereals are exported, and coal and railway materials imported.

Hotels:—Central, Italia.

Villa Maria, in the Province of Córdoba, served by the Bartolomé Mitre and San Martín Railways, is 343 miles from Buenos Aires. Its importance is derived from the grain, timber, and dairying industries. It was in 1872 selected by Congress as Federal Capital. Population, 25,000.

Hotels:—Colón, Internacional.

Zapala, 850 miles or 31 hours' train from Buenos Aires, the terminal of the Roca Railway, and 50 miles south of the Plaza Huincul oilfield, is a starting point for motor excursions in the Cordillera and a place of some importance in the trade of the Neuquén Territory. Puerto Montt (Chile) can be reached by trail.

Hotels:—Zapala, Italia.

Zarate (now known as **Tte. J. F. Uriburu**), on the Paraná River, has 32,000 inhabitants. It is industrially important, with large frigorificos and paper works, and the quays are used by ocean-going steamers. It was named after its founder, Gonzalo de Zarate, but it was renamed to commemorate the Revolution of September 6th, 1930. Situated 56 miles from the capital, upon the Bartolomé Mitre Railway, it is served also by the Central of B.A. Railway. A ferry to Ibicuy connects the town with the Entre Rios railway system leading northwards.

Hotels:—San Martín, Sportsman.

PLEASURE RESORTS.

See also "Tours in Argentina," p. 158.

Alta Gracia, 570 metres above sea-level in the bracing air of the Sierras de Córdoba, is reached by the Bartolomé Mitre Railway from Buenos Aires in 13 hours. Sleeping accommodation is provided on the train. Good motor roads allow long excursions in the Sierras, apart from journeys which are best done on horseback. There are interesting remains of the colonial period. Population, 12,000.

The Bartolomé Mitre Railway issues during the months of April, May, June, October, November, and December, excursion tickets from Buenos Aires to Alta Gracia. The fare includes train journey with bed and meals, coach from the Alta Gracia station to the *Sierras Hotel*, eight days' stay at this hotel, and return journey to Buenos Aires, at a low inclusive fare.

Hotels:—Sierras (120 beds); good 9-hole golf course, tennis, croquet, and shooting. La Gruta.

Bariloche (San Carlos de B.), on the southern shore of the beautiful Lake Nahuel Huapi, is the best starting-point for excursions through a series of mountain lakes and into the Gran Parque Nacional. Its wooden chalets are perched Swiss fashion upon an old moraine

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above the lake. The streets are steep, and to the south are seen the heights of the Ventana and the Cerro Colorado (7,000 ft.). There are hotels, pensions, and other centres of social life. The population is about 3,500. For excursions to and from Bariloche, see pages 158 and 162.

Rail:—From Buenos Aires by Roca Railway *via* Puerto San Antonio; time, 39½ hours.

From Buenos Aires by Roca Railway to Neuquén or Zapala, and by motor-car from either point. The journey can be made by summer excursions in 48 hours. Pullman 'bus service in summer from Buenos Aires *via* Bahía Blanca, Chelforó, General Roca and Neuquén to Bariloche, returning by San Martín de los Andes across the Lanín National Park.

Hotels:—Llao-Llao, Parque, Italia, Suizo.

Capilla del Monte, in the Sierras of Córdoba, is 507 miles from the capital, and is reached in 18 hours over the Bartolomé Mitre Railway system and its connections, and also by State Railway. The altitude is 3,000 feet. Higher hills surround the valley in which the town lies. The climate is agreeable at all seasons, and in addition to fine air, medicinal waters and wide views, there are rocks and waterfalls.

Hotels:—La Favorita, Sierras, Savoy.

Carhué, in the south of Buenos Aires province and served by three railways, is 12 to 15 hours' train ride from the capital (500 kilometres). It is the station for Lake Epecuén, 5 kilom. away, whose waters are medicinal. There is a small coterie of quite smart hotels at the lake-side catering for the season. There is a branch line of 60 kilom. to Rivera.

Hotels:—Bristol, Epecuen, España.

Guamini, upon the shore of Laguna del Monte, on the Roca Railway, a small and pleasant summer hill resort of 3,000 inhabitants. It is 300 miles from Buenos Aires and 20 miles from Carhué.

Hotels:—La Armonia, La Aragonesa.

Iguazú Falls. See the Index.

Lake Epecuén, near Carhué, is a strongly mineralized sheet of salt water 60,000 acres in extent, frequented by thousands for summer bathing and for the cure of rheumatism and skin disorders. Carhué is reached in 10 to 15 hours from Buenos Aires by Roca, Sarmiento and Belgrano Railways.

Hotels:—Plage, Royal, Las Delicias.

Lake Nahuel Huapi belongs to the same natural system as the Chilean Lakes (Todos Santos, Llanquihué and others) and is separated from them by no great distance. It covers an area of 800 square kilometres and is over 330 yards deep in places. It stands 2,500 feet above sea-level in full view of the snow-covered peaks of the Cordillera, and of the forests clothing the lower slopes. Mount Tronador commands the scene; the blue waters of the lake, the mountains, and the loneliness give it a singular charm. The arms of the lake look like fjords. The setting is Alpine and there is a thickly-wooded island (Victoria). In addition to the indigenous fish, salmon and trout have been put down. A lake steamer and various motor launches are available.

Small steamers ply from Neuquén down the Río Limay, and there are motor services between that point and Bariloche on the southern shore. The routes from Buenos Aires *via* Neuquén and Zapala, and by Viedma are given on page 159.

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Lujan, on the Sarmiento Railway, $1\frac{1}{2}$ hours from Buenos Aires (66 kiloms.), is a place of pilgrimage for devout Catholics, famous since 1630 for its Gothic Basilica erected in honour of the Virgin. The Cabildo, now the Historical and Colonial Museum, served as a prison for Generals Paz and Mitre. The River Lujan is picturesque at this point. Lake Lujan, not far distant, is a favourite point for picnic parties.

Hotels:—España, La Paz.

Mar del Plata, 400 kilometres from the Capital, is reached in 6 hours by Roca Railway express trains and in 10 hours by Pullman bus services which run along very good concrete-paved roads. The normal population of the district is about 104,500, but during the summer months well over half a million tourists visit the place. Mar del Plata is known as the Brighton of Argentina; it is a favourite seaside resort for all classes, and has the most luxurious hotels as well as comfortable moderate ones, pension houses and lodgings. The season runs from December to Easter; during January and February leaders in most spheres of Argentine life make Mar del Plata their temporary residence. The surroundings are beautiful owing to the undulated terrain; residential houses and gardens are of the most modern design and competition is keen amongst proprietors. The City itself is very important commercially, as the greater part of the big firms in the capital have their branch houses there. Attractions are numerous; they include all classes of sport and social life, but the most important is the Casino Palace, a most luxurious building, which houses the Roulette salons, accommodating 65 tables. Card games are also played.

Bank:—Bank of London and South America.

Miramar, south of Mar del Plata and 11 hours' ride from the capital by the Roca Railway, is frequented in summer for bathing. It has many chalets, small hotels, bracing air and capital surroundings for short excursions. There is a fine golf course at Dormy House (open December to April), and a Casino for roulette, etc. On the beach at Mar del Sud, 12 miles away, is a large hotel, the Atlantic. There is a railway and a road along the rocky sea-front to Mar del Plata.

Hotels:—Playa, Grand, Mira Mar, San Remo, América.

Necochea, with an urban population of about 18,000, is regarded as the second of the sea-bathing places along the coast. The beach is excellent, and the place is reached from Buenos Aires by a train ride of $12\frac{1}{2}$ hours on the Roca Railway. Quequén is near at hand across the river. The surroundings are picturesque and interesting and visits are made to the Paseo del Puente, the Cascada, Los Manantiales and the Laguna de Los Padres. The port now handles a large tonnage of grain annually.

Hotels:—Necochea, Royal, La Perla, Gran Hotel Espana, Plaza.

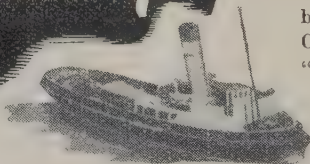
Puente del Inca, famous for the natural bridge of rock which crosses the Mendoza River, and for its hot springs, is an excellent centre for climbers and the pursuit of the guanaco. It is served by the San Martín Railway, and is a favourable stopping-place from which to visit the statue of the Redeemer crowning the pass upon the Chilean frontier. Season, November to April. Altitude, 9,000 ft.

Hotels:—Puente del Inca, Termas Hotel.



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Quequén, about 2 miles across the river from Necochea and 307 miles from Buenos Aires, stands at the mouth of the Quequén Grande River. Daily dredging is required to maintain the necessary depth in the channel. A considerable and increasing trade in cattle and grain is carried on, but Quequén is best known as yet for its excellent beach, good bathing, and the pleasant character of its scenery.

Hotels:—Quequén, Faro.

Rio Hondo, a small town equidistant from Santiago del Estero and Tucumán, is 660 miles from Buenos Aires. It can be reached by road from Santiago del Estero (75 klns.), or by railway from Tucumán to Las Termas Station. Altitude, 265 metres. Its hot springs are frequented by rheumatic and other patients. The waters have a temperature of from 38 to 55 C., and contain a small percentage of minerals.

Hotels:—Palace, Victoria, Termas.

Rosario de la Frontera, in the Province of Salta, and 806 miles from Buenos Aires on the railway which leads north to La Quiaca, has celebrated hot springs of medicinal value. A winter resort with an agreeable climate, 3,200 ft. above sea-level, it is frequented by visitors in the months June to September.

Hotels:—Ed Palau, Ed. Guemes.

Tandil, a quiet, pleasant, and well-developed town in the Southern Sierras, is 200 miles from the capital. It is esteemed as a health and pleasure resort, with fine views of hill scenery and tonic air, clean bright streets and magnificent plazas. There are good roads into the rolling countryside, and there is a daily express train to Buenos Aires (6 hours). Population, 39,000. Tandil is the centre of a rich dairy and agricultural district, as well as of a big stone quarrying industry.

Hotels:—Palace, Roma, Francia.

Villa Dolores, west of the Sierras in the Province of Córdoba and 570 miles from Buenos Aires, is a town of 15,000 inhabitants. It is served by a branch of the San Martín Railway from Villa Mercedes.

Hotel:—Loma Bola.

Villavicencio lies 5,900 ft. above sea-level in north-western Mendoza, 28 miles from Mendoza town, with which it is connected by road. It is in beautiful scenery and enjoys a delightful climate. Its curative waters vary in temperature between 98.6 F. and 118.4 F., and are especially valuable for long cures where a weak alkaline treatment is indicated. There is a modern and comfortable hotel.

Yacanto, near the foot of Champaquí, the highest of the peaks of the Sierras de Córdoba, in a region of woods and waterfalls, is reached by motor from Villa Dolores Station (San Martín Railway). The waters are curative, the air is bracing, and there is a modern hotel. A sporting 9-hole course is open all the year round. Shooting, fishing, bathing, etc., in the neighbourhood.

Hotel:—Yacanto.

Birds and Animals :—The works of W. H. Hudson should be consulted for the abounding bird life. The following are distinctive : Ostrich, condor, vulture, eagle, gavilan, carancho, owl, parrot, swan, chaja, duck, geese, gariza, flamingo, mirasol, partridge, martinet,

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PHYSICAL FEATURES.

Argentina owes its name to the quest for silver in the mountains of Peru and the wearing of silver ornaments by its Indian population in the sixteenth century. Its great estuary, known successively as Mar Dulce (fresh-water sea) and Rio de Solis (after the Spanish navigator), soon acquired the name of Rio de la Plata (silver river). After the provinces forming the present Republic had been formed into a Confederation a common name was sought for the whole and the Latin form of the word "silver" was adopted as its root.

The northern frontier abuts upon Bolivia and Paraguay, the eastern upon Brazil and the Republic of Uruguay. The country is bounded upon the west by Chile and the two countries are delimited by the Cordilleras de los Andes, extending the whole length of Argentina. The southern limit is the Beagle Channel. Argentina extends from latitude 21.40 S. to latitude 55.5 S. at Cape San Pio, longitude 66.32 W. The length is about 2,150 miles and the breadth 980 miles. The coast line is about 1,600 miles, excluding the estuary of the Rio de la Plata. The area, 1,078,266 square miles, is 29 per cent. of the area of Europe. It is the 8th largest country in the world, and 4th largest in the Americas.

Geographical Divisions: The chief natural divisions are :—

- (1) The Andine, occupying the eastern slope of the Cordillera of the Andes the Pre-Cordillera, and the Puna, or high plateau, of the north-west.
- (2) The Chaco, or northern lowlands, forested and with a semi-tropical climate.
- (3) The Mesopotamian, in the fork of the Paraná and Uruguay River.
- (4) The Pampean, the economic heart of the country, extending fanwise 300-400 miles from Buenos Aires, devoted to cattle raising and cereals.
- (5) The Patagonian, or southern plateau, thinly populated and given over to sheep farming, with little rainfall and wooded in the south.

Tierra del Fuego, forming the toe of the continent and shared by Chile, is separated from the mainland by the Straits of Magellan.

Rivers:—The River Plate, or Rio de la Plata, the main seaward entrance, is less a river than an estuary or great basin into which flow the Rivers Paraná and Uruguay and their tributaries. Measured from Piedras Pt., Argentina, to Brava Pt., Uruguay, the Plate has a width of about 56 miles, and where the Rivers Paraná and Uruguay branch off (say from Martin Chico to San Fernando) the width is 23 miles. The river is 100 miles long as the crow flies, and mud and sand give it a thick, brownish colour. It is shallow and the passage of ocean vessels is only possible by continuous dredging of the recognized channels.

The tides are of little importance, for there is only a four foot rise and fall at spring tides. The depth of water is influenced mainly by the direction of the wind and the state of the Paraná, Uruguay and Paraguay rivers. The river rises with south and south-easterly winds, and falls with a wind from N.N.E. or N.W. Strong winds from the south-east and west will sometimes cause the river to rise

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because of the large volume of water blown in from the ocean.

The more important parts of the basins both of the Paraná and the River Plate belong to Argentina. The Paraná and Paraguay rivers are navigable for steamers everywhere within the republic. The Salado, Pilcomayo and Bermejo, tributaries of the Paraná, are shallow and difficult to navigate. The chief rivers of the south, the Colorado, Negro, Chubut, Chico, and Santa Cruz, flow directly into the Atlantic.

The lengths of the principal rivers are :—

Rio Uruguay, 940 miles ; Paraná, 2,800 miles. The Paraguay, Pilcomayo, and Bermejo are each about 1,250 miles. The Dulce or Saladillo is 500 miles long.

River communication between Buenos Aires and the northern provinces, as well as the Republics of Paraguay and Uruguay, is by the Rivers Plata, Paraná, Uruguay, and Paraguay. With the extreme southern territories communication is only possible by sea.

Lakes:—There are small lakes in many parts of the pampas. The most picturesque are those of the Patagonian Cordillera. Of these the largest are Lakes Buenos Aires, San Martín, Viedma, and Argentino (all in Santa Cruz). Lake Nahuel Huapi, the best known, is connected by tributaries with a series of smaller lakes—Gutierrez, Moreno, Frias, Veinticinco de Enero, and Albarracín.

Mountains:—The mountains belong to four distinct systems :—

(1) Andine, divided into Eastern and Western Cordilleras, with subsidiary divisions.

(2) Central, constituting the Sierras of Córdoba.

(3) Southern, comprising the Sierras of Tandil and Ventana, in the south of Buenos Aires Province.

(4) The Misiones range, on the north-eastern frontier, forming part of the Brazilian system.

The highest peaks in Argentina are : Aconcagua (23,380 feet) ; Mercedario (22,315 feet) ; Tupungato (21,550 feet) ; Nevado de Famatino (19,770 feet) ; Juncal (19,780 feet) ; Aconquija (16,400 feet). The Tronador, Descabezado, Villa Rica, Potro, Bonete and Negro are among the other considerable heights. Aconcagua was first scaled by Vines and Zurbriggen, of the Fitzgerald Expedition, in 1897.

The following are among the more important volcanoes in the Argentine part of the Cordilleras de los Andes : Copiapó, San José, Maipo, Chillán, Tinguiririca, de las Damas, Peteroa, Osorno, Antuco, Trolpe, Corcovado, and San Clemente.

Climate:—The climate is upon the whole most favourable, although the extremes range from the heat of the Tropic of Capricorn to the rigours of Tierra del Fuego. There are broadly three climatic zones : the Littoral, the Mediterranean, and the Andine. The mean temperature in the first is 66° Fahr. ; in the second 105° is frequent in very hot summers, with low temperatures registered in the winter—the mean being about 61°. In the Andine region the climate varies greatly, and fluctuations of 36° within 24 hours are not uncommon.

The mean temperatures in Buenos Aires are approximately :—

Summer 77° F.	Autumn 64° F.
Winter 54° F.	Spring 62° F.

A shade temperature as high as 98° F. has been recorded in Buenos Aires 66 times in 48 years, oftenest in January, to the accompaniment of winds from N.W. or

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N.E. Occasionally, in the months May to August, the thermometer falls below freezing point, but snow is a very unusual sight in the coastal districts.

Summer Time runs officially from October 15 to February 28, when the clocks are advanced an hour, but of late the advanced hour has been governed by the actual necessities owing to shortage of fuel.

Rainfall:—The rainfall, in the southern regions, averages 16 inches a year ; in the central region from 20 to 39 ; in the north-east the fall is 40 to 60 inches a year. The rainfall in the Provinces of Buenos Aires, Santa Fé, and Córdoba is ideal both in quantity and distribution. There are less favoured districts, in some of which artificial irrigation is not at present seriously possible. Again there are districts which in the last twenty years or so have enjoyed an improved rainfall, probably because of ploughing and afforestation.

In a normal year in the grain-growing area, March is the month of heaviest rains. Throughout the period October-March the monthly falls are twice as heavy as during the three dry months, May, June, July.

In Buenos Aires some rain may be expected on about 70 days per annum and on about 76 days in Córdoba and Rosario.

CHARACTERISTICS OF THE COUNTRY.

Province or Territory.	Principal Products.	Physical Characteristics.
BUENOS AIRES	Wheat, maize, oats, linseed, alfalfa, barley, cattle, sheep, horses, pigs, dairy products, bees, beer, minerals.	Well-watered plains, rich pasture.
SANTA FÉ	Wheat, linseed, maize, cotton, oats, cattle, horses, sheep, goats, pigs, bees, timber, beer industry.	Rich plains.
CÓRDOBA	Cattle, horses, donkeys, mules, wheat, maize, rye, vines, peanuts, minerals.	Dry, fertile, mountainous.
ENTRE RIOS	Cattle, sheep, horses, pigs, wheat, linseed, maize, rice, oats.	Undulating plains, rich pasture.
MENDOZA	Vines, fruits, cattle, goats, sheep, pigs, donkeys, mules, petroleum, minerals, wine.	Mountainous, fertile valley.
TUCUMÁN	Sugar, cattle, horses, goats, donkeys, mules, horses, rice, maize.	Mainly mountainous, well watered.
SANTIAGO DEL ESTERO ..	Cattle, goats, sheep, horses, maize, wheat, cotton, fruit, timber, minerals.	Mainly wooded plain.
SAN JUAN	Vines, fruits, cattle, horses, goats, sheep, wine industry.	Dry, mountainous.
CORRIENTES	Cattle, sheep, horses, pigs, cotton, mandioca, maize, citrus, tobacco, rice, sugar cane.	Marshy, fertile.
SALTA	Sugar, vines, oranges, goats, horses, donkeys, mules, tobacco, petroleum, minerals.	Plains and mountains.
SAN LUIS	Cattle, horses, sheep, goats, donkeys, mules, pigs, maize, wheat, marble quarries, lime.	Dry, hills and plains.
CATAMARCA	Cattle, sheep, goats, timber, little agriculture, minerals.	Mountainous, wooded.
JUJUY	Sugar, sheep, oranges, goats, cattle, donkeys, mules, tobacco, minerals.	Mountainous, fertile valleys.
LA RIOJA	Vines, cattle, goats, donkeys, mules, wine industry.	Dry, mountainous.
CHACO	Cattle, sugar, maize, cotton, horses, goats, sheep, timber, quebracho.	Wooded plains.

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CHARACTERISTICS OF THE COUNTRY—*contd.*

Province or Territory.	Principal Products.	Physical Characteristics.
LA PAMPA	Cattle, sheep, horses, pigs, goats, wheat, maize, oats, rye, sunflower.	Undulating plain, good pasture.
NEUQUÉN	Sheep, goats, horses, cattle, petroleum, timber, wine and fruit.	Mountains and woods.
MISIONES .. .	Tobacco, yerba maté, rice, fruits, honey and wax, pigs, timber.	Sub-tropical forest and fertile soil.
SANTA CRUZ .. .	Sheep, horses, meat canning ..	Dry, cold, wooded.
RIO NEGRO .. .	Sheep, goats, vines, fruits, alfalfa, wine.	Mountains and fertile valleys.
TIERRA DEL FUEGO ..	Sheep, timber	Cold, windy, rainy.
FORMOSA	Cattle, goats, little agriculture, timber.	Sub-tropical forest.
CHUBUT	Sheep, horses, cattle, goats, petroleum, fishing.	Dry, cool, poor vegetation.

POPULATION OF PROVINCES AND TERRITORIES.

Census, May, 1947.			
Federal Capital ..	3,000,371	Santa Fe	1,700,026
		Santiago del Estero ..	574,383
		Tucumán	604,526
<i>Provinces :—</i>			
Buenos Aires	4,408,373		
Catamarca	145,216		
Córdoba	1,455,222		
Corrientes	570,907		
Entre Ríos	776,380		
Jujuy	166,783		
La Rioja	109,386		
Mendoza	590,548		
Salta	290,063		
San Juan	260,714		
San Luis	167,620		
		<i>Territories :—</i>	
		Chaco	408,897
		Chubut	53,986
		Formosa	112,056
		La Pampa	166,929
		Misiones	244,123
		Neuquén	84,738
		Río Negro	132,726
		Santa Cruz	24,491
		Tierra del Fuego ..	4,921

The general census of the population taken in 1914 was 7,885,237, but the total at May, 1947, was 16,105,244. No less than 61.4 per cent. is urban. The birth-rate is 24 per 1,000, and the death-rate 11.

The British community (including persons of British descent, who are not technically British subjects) is estimated by the British Society in the Argentine Republic at 30,000. Americans from the United States are estimated at 4,000.

It is estimated that 75 per cent. of the population are Argentine-born and of European descent ; 20 per cent. are foreign-born and generally of European parentage ; a residue of 400,000 are of Indian and mixed descent. No less than 76 per cent. are urban.

Political Division :—The country is divided into a Federal Capital district, which is the City of Buenos Aires ; fourteen Provinces and nine Territories. Only the Federal Capital and the Provinces have the right to elect representatives to the National Congress. All the Provinces have their own Chamber of Senators and Deputies.

The form of Government is modelled on that of the United States, or the "representative, republican, federal" system. The Central Government deals with such matters as affect the State as a whole, but the governors of the provinces have extensive powers, and are elected for terms of three or four years. The National Territories (those portions of the country which are not yet ranked as provinces) are administered by officials nominated directly by the President. The municipal government of the capital is exercised by a Mayor appointed by the President with the approval of the Senate, and a

deliberative council elected by the taxpayers.

There was a new constitution in 1949.

Presidents hold office for six years and can remain in power for two consecutive terms. The Vice-President of the Republic is President of the Senate. The general election takes place about March or April, and the President takes office on October 12th of the year of election. The Senators and Deputies in office when the President takes office retain their seats. Senators and Deputies hold office for six years. Salaries are paid to these representatives, which total 30 Senators and 158 Deputies.

Foreigners may apply for naturalisation after two years' residence, and automatically become Argentine citizens after five years unless they express their unwillingness.

In 1947 women were given the right to vote in national elections.

Federal **Courts**, National and Provincial, deal with cases of national importance and handle cases in third instance connected with the Federal Justice and in other matters expressly laid down by special laws. They consist of the Supreme Courts, formed by five Minister-Judges in the Capital, having five members in Buenos Aires ; five courts of appeal, one with three judges of the superior tribunal in Buenos Aires and others with three judges each for La Plata, Parana, Cordoba and Rosario, and Federal Courts of first instance in each one of the provinces and territories.

GOVERNMENT.

EXECUTIVE POWER.

President	Gen. Juan D. Perón.
Vice-President	Dr. J. Hortensio Quijano.

MINISTRY.

Interior	Angel Gabriel Borlenghi.
Foreign Affairs and Worship	Dr. Hipolito Jesus Paz.
National Defence	General José Humberto Sosa Molina.
War	General Franklin Lucero.
Marine	Admiral Enrique B. Garcia.
Air	Brigadier César Ojeda.
Economics	Dr. Roberto Antonio Ares.
Finance	Dr. Ramón Antonio Cereijo.
Financial Adviser	Dr. Alfredo Gómes Morales.
Public Works	General Juan Pistarini.
Agriculture	Carlos A. Emery.
Industry and Commerce	José Constantino Barro.
Labour and Welfare	José María Freire.
Transport	Lt.-Col. Juan Francisco Castro.
Justice	Dr. Belisario Gache Pirán.
Education	Dr. Oscar Ivanisevich.
Public Health	Dr. Ramón Carrillo.
Communications	Oscar L. Nicolini.
Political Affairs	Dr. Roman A. Subiza.
Technical Affairs	Dr. Raul A. Mende.

Education :—The controlling authority is the Consejo Nacional de Educacion, which in turn is a dependency of the Ministry of Justice and Public Instruction. The Federal Government provides primary education in the Capital and National Territories, and also in the Provinces—Lainez Law—although the provincial Governments also provide elementary schools. Privately owned schools are free to teach but their programmes are controlled by the National or Provincial authorities, thus allowing the incorporation of the students

to the secondary education schools or National colleges. There are National universities at Córdoba (founded 1613); Buenos Aires (1812); La Plata (1897); Tucumán (1912); the National University of the Litoral, in Santa Fé with branches in Rosario (1920), and in Corrientes (1922).

AGRICULTURAL RESOURCES.

NOTE.—No official statistics have been published since August, 1948. Any later figures given are unofficial estimates.

Argentina ranks with Canada as one of the two most important surplus-food-producing areas of the world, being the largest exporter of corn and beef, at times exceeding Canada as an exporter of wheat, and ranking third after New Zealand and Australia in shipments of mutton and lamb. For over 30 years Argentina has been the leading export country of South America, its foreign trade at times amounting to half the total commerce of the continent. A more diversified output has been sought and considerable success has been achieved with cotton, fruits, poultry, and dairy products.

Although Argentina is so widely identified with the meat trade, 49 per cent. of the exports of the country are agricultural as distinct from pastoral.

About 25,700,000 hectares, or 10 per cent., are cultivated; 41 per cent. is natural or artificial prairie; 32 per cent. is forest land, and 14 per cent. unproductive. About 900,000 hectares are irrigated, mainly in the Provinces of Mendoza, Córdoba, San Juan and Tucumán.

The distribution of these crops is determined primarily by climatic conditions. Grain is cultivated more or less in all the provinces of the north and centre and southward to Chubut, but mostly in the Pampean region. Cotton, rice, sugar and tobacco are distinctive products of the northern and north-eastern regions. Fruits are chiefly grown in the mountain valleys of the west and north-west and in the Delta of the River Plate.

AGRICULTURAL PRODUCTION.

Kind of grain.	1946-1947.		1947-1948.	
	Sown area. Hectares.	Production. Metric Tons.	Sown area. Hectares.	Production. Metric Tons.
Wheat	6,674,000	5,615,000	5,462,000	6,663,300
Linseed	1,902,000	1,034,000	1,583,000	943,000
Maize	3,961,500	6,150,000	3,352,000	5,600,000
Oats	1,566,600	684,000	1,317,000	800,700
Barley	1,367,500	1,171,400	1,049,000	834,100
Rye	1,932,300	552,200	1,819,500	521,100
Bird-seed	49,000	28,450	28,450	47,900

Unofficial estimates of crops for 1948-49, were in tons; wheat, 4,900,000; linseed, 600,000; maize, 5,000,000; oats, 800,000; barley, 700,000; rye, 150,000.

Exports during 1947 and 1948:

Products.	1947.		Products.	1948.	
	Tons.	Tons.		Tons.	Tons.
Wheat	2,284,100	2,148,623	Rye	247,500	141,573
Maize	2,366,100	2,520,771	Bran & Pollards	382,000	
Linseed	—	—	Flour	15,400	
Oats	68,400	81,534	Bird-seed	5,789	
Barley	611,600	665,582			

Grain:—The yield per acre, although increasing, remains low and could be improved by more intensive cultivation. Holdings are necessarily smaller than pastoral estates and 400-500 acres are tilled by the small farmer and his family. Upon large estates sharing

agreements are made ; the landowner provides the house, seeds, animals and tools, and takes one-half of the harvest. Soil eligible for wheat is frequently sown in part with linseed or other grain as a measure of security. The alternation of the two crops result in larger yields from both.

The home consumption for seed and flour of wheat is 4,500,000 tons, linseed 45,000 tons, maize 3,500,000 tons, oats 280,000 tons, birdseed 15,000 tons.

Birdseed, or "alpiste," grown especially in Buenos Aires Province, is cultivated upon an extending scale.

The months of harvest for wheat and linseed are December to January ; for maize, April to June ; oats, barley and rye, November.

Alfalfa:—A herbaceous plant belonging to the clover family bears small kidney-shaped seeds in spirally-coiled pods. It is adapted to a wide range of conditions, and is grown from sea-level to altitudes of over 7,500 feet. Lucerne (*Medicago Sativa*) is the common name given to the crop in Europe.

Argentina has about 1,533,700 hectares devoted exclusively to alfalfa, and carrying over 93,000,000 cows, sheep, and horses. The crop is cut five or six times a year, although as many as 10 cuts are sometimes made. The cutting benefits the plant. Before the introduction of alfalfa and of irrigation, many now fertile plains were arid deserts. The crop, although it does not enter directly into the export returns, provides a large part of the herbage upon which cattle are raised and is thus the pivot of a great industry.

Potatoes of good quality are profitably grown in the provinces of Buenos Aires, Mendoza, Santa Fé, and Tucumán. Exports have ranged from 80,000 tons a year to none. 45,930 hectares were sown in 1947-48. Total production is about 1,027,720 m. tons.

Rice is cultivated on a large scale in Entre Rios, Corrientes, Santa Fé, Salta, Tucumán and Misiones. 52,000 hectares are sown annually, and the yield, in 1948-49, was 120,000 m. tons. Home consumption is about 110,000 tons. There are 55 rice mills.

The production of **Cotton** in Northern Argentina is recovering. The area sown in 1948-49 was 510,000 hectares, and the production 97,000 m. tons of fibre. Sowing in 1947-48 was on 419,730 hectares, and production 92,000 m. tons of fibre. Cotton is harvested in May and June and local mills consume about 84,000 m. tons.

The Chaco Territory produces about 80 per cent. of the whole. The other important sources are Corrientes and Formosa, although small crops are recorded in Santiago del Estero and Santa Fé. The exportable production goes mainly to Liverpool. Exports of cotton fibre : —1947—6,515 tons ; 1948—12,878 m. tons.

The National Cotton Board publishes material dealing with cultivation, systems of land working, and other aspects of the industry.

Sugar, most of which comes from Tucumán, is also produced to a smaller extent in Jujuy, Salta, and other provinces of the littoral. Production was 565,500 m tons from 250,300 hectares in 1948. Consumption is estimated at 600,000 m. tons. There are heavy duties on imported sugar. There are 37 mills, of which 26 are in Tucumán.

Alcohol production from cane was 53,507,686 litres in 1946-47.

British and other foreign capital is invested in the industry.

Peanuts (or Mani) are an important crop in parts of Córdoba and Santa Fé. Peanut oil is produced. Annual production is 100,000 m. tons from 123,000 hectares.

Vegetable Oils are produced in increasing quantities. Tung oil is produced mainly in Misiones. Sunflower is sown on 1,400,000 hectares; peanut on 127,000 hectares. The sunflower crop in 1948-49 was 1,200,000 m. tons; the peanut crop was 121,300 m. tons.

Vegetable oil production by 157 establishments is:

	Raw Materials Used: Tons		Oil Produced: Tons	
	1946	1947	1946	1947
EDIBLE OILS				
Sunflower	397,988	454,937	153,962	168,445
Cotton-seed	80,760	61,807	16,241	13,760
Peanut	105,711	73,892	39,249	27,759
Rapeseed and similar ..	25,985	27,392	7,995	8,421
Olive	6,249	7,875	1,049	1,318
Grape, maize, soya ..	72,988	78,332	2,887	3,019
NON-EDIBLE OILS				
Linseed	423,611	852,983	132,169	262,550
Spurge	6,501	1,879	2,719	772
Tung	7,354	4,865	2,205	1,412
Coco	—	121	—	13

Export of vegetable oils: 1946—237,300 tons; 1947—292,000 tons, of which linseed oil accounted for 113,500 tons. By-products: 1946—510,500 tons; 1947—711,400 tons.

By-products consist of oil-cakes and flour. Of the oleaginous substances a small part ranks as margarine, and the rest as residues.

Yerba Maté, of which the consumption, partly of Brazilian and Paraguayan origin, is 110,000 tons a year, is extensively grown in Misiones (60,200 hectares), and the Santo Tomé district of Corrientes (5,300 hectares). Production was 124,200 m. tons in 1947. Imports average 30,000 tons a year.

Forest Produce:—The sub-tropical forests of the north furnish hard woods used in fencing and railway construction or for export to neighbouring countries. They are also sources of minor products, including charcoal and resins, and new boxwood and plywood industries are doing well. The forests cover 32 per cent. of the entire area of the country.

Much the most important commercial product is **quebracho**, a hard wood yielding a soluble tannin for the leather trade. The tannin is extracted by 18 factories, principally in the Chaco Territory, and exported in solid form to Europe and the United States. Local consumption is 21,083 tons. Tannin is also extracted from logs less rich in tan, including guayacán and urunday woods.

The future of the quebracho industry is limited; the number of trees is restricted, and under present methods their replacement is out of the question, for the tree takes 100 years to mature.

Exports:—Quebracho extract: 1948—165,408 m. tons; 1947—urunday extract: 1,696 tons.

Cultivation of **Vegetable Fibres** has increased. Ramie is grown on 1,000 hectares, canamo on 1,000 hectares, jute on 2,463 hectares, fibre-flax on 5,200 hectares, and formio (New Zealand flax) on

2,500 hectares. Flax fibre export, 1947—320 m. tons.

Three-fourths of the **Tobacco** is grown in Corrientes, Misiones, and Salta, where colonists produce Virginia, Havana, Kentucky, Oriental, Bahia and other types. Catamarca and Tucumán are the two other sources. The dark varieties are largely used in coarse cigars. Argentina holds fourth place in world tobacco consumption, with an average of nearly 1.5 grammes per person per day. 62 per cent. of the tobacco used by the factories is home grown. Area harvested, 1948-49, was 51,00 acres; 26,860 m. tons of tobacco were produced in 1946-47.

Fresh Fruit:—Fruit trees flourish in most parts of the Republic. The Rio Negro Valley is a very productive zone. The culture is best developed in the so-called Cuyo Provinces, i.e. Mendoza and San Juan, upon irrigated lands. In particular their climate is favourable to grapes, including Almerias of the finest quality, which are grown to perfection in the open and exported.

Fruit is shipped in the fresh state to the United States and Brazil. Grapes, plums, pears, peaches, apricots, and melons, among other fruits, are boxed and sent by rail to Buenos Aires, warehoused in cold stores, and carried in steamers fitted with suitable refrigerating facilities.

Total export of fresh fruit was 54,000 tons in 1946, and 50,100 tons in 1947.

Table **Grapes** are grown in Mendoza, San Juan and La Rioja to a total of 200,000 metric tons. The pink muscatel grape is favoured in the home market. Ninety per cent. of the exported table grapes are Almerias. Argentine grapes arrive simultaneously with South African, and the best qualities command favourable prices.

The grape harvest is at its height in Mendoza in March. The fruit season begins with cherries in December; peaches and plums in early January; and grapes in February-March.

Oranges are grown for the local market in the north at Salta, Tucumán and Jujuy, in the north-east in Corrientes and Entre Rios, and also in the Tigre district near Buenos Aires. Oranges from the very old Colonial seedling trees, as well as tangerines, are mostly sold in the home market. A big orange packing plant, with a capacity of 2,000 cases a day, is operating 5 miles north of Concordia (Entre Rios). The orange crop was 290,800 tons in 1947-48, with 90,500 tons of tangerines.

Grape fruit of a darker colour and thinner skin than the varieties mostly consumed in England and North America has been planted successfully within the railway zone in North-eastern Argentina, and a ready market is found in Buenos Aires and abroad. The annual crop is about 4,670 tons. The lemon crop was 46,700 tons in 1947-48.

Pomaceous and Stone Fruit are produced in the sub-andine provinces of Mendoza and San Juan, and in Rio Negro and Neuquen territories wherever soil conditions, transport and irrigation permit. In San Juan, the northernmost province, apples are produced in the higher valleys only, and the chief yield of this fruit comes from Mendoza and Rio Negro, which also lead in the production of pears. Many varieties of apples are grown, the commonest being Delicious, Jonathan and Rome Beauty, all highly coloured apples in accordance

with local demands. Pears of the best known winter varieties are grown in Mendoza, San Juan and Rio Negro, but by far the largest production is of Williams. Mendoza and more especially Rio Negro Williams are being exported in large quantities, and their quality is said to compare favourably with Williams from other centres in the southern hemisphere. A large quantity of moderate quality deciduous fruit, especially apples, peaches, and plums, is produced also in the islands of the Paraná Delta (Tigre), chiefly for the market of Buenos Aires. The pear production is about 71,900 m. tons.

Stone Fruits : Peaches are grown under irrigation in Mendoza Province and to a less extent in San Juan and Rio Negro. They are also produced under conditions of natural rainfall in the Delta and on certain parts of the banks of the Paraná River. The total output exceeds 144,000 metric tons. Plums are produced chiefly in Mendoza and San Juan and in the Paraná Delta (24,600 metric tons) ; apricots come from Mendoza and San Juan (8,120 metric tons) ; cherries chiefly from Mendoza (1,745 metric tons). The total quince production is 18,400 metric tons. The olive crop, half of which comes from Mendoza, is 15,815 metric tons. The export of fresh stone fruit is not important, the largest item being peaches.

The total **Apple** production of the Argentine Republic is now 143,160 tons, of which a small proportion is exported. The principal consumers are England and Brazil. An important factor, from the point of view of future development, is that the apples of Rio Negro, grown from trees of Australian stock and comparing most favourably with the Australian product, can be marketed in London between the end of the North American and the beginning of the Australian seasons.

The large fruit production in the Delta of the Paraná, near Buenos Aires, has encouraged the development of a canning and jam industry which is now able to supply local requirements. Closely allied to fresh fruit productions are the industries of fruit drying and canning. Tomato paste, canned tomatoes, tomato juice, fruit pulps, brined cherries, fruit juices, crystallized fruits, brined and dried orange peel, cider (10,900,000 litres), etc., are increasingly produced.

Exports have been as follows :—

Fruit.	1944. Kilograms.	1945. Kilograms.	1946. Kilograms.
Plums	204,200	387,402	282,830
Peaches	283,000	757,382	735,540
Apples	9,039,000	17,804,985	23,967,419
Melons	126,300	216,782	463,254
Quinces	14,500	4,576	27,426
Pears	15,511,500	14,266,109	23,812,957
Table Grapes	1,736,900	3,043,162	3,821,364
Cherries	—	15,535	317,171
Apricots	—	17,600	61,868
Nectarines	—	6,430	35,167

Export of fruit was 48,805,185 kilos in the first 9 months of 1947, and 24,678,744 kilos in the same period of 1948.

The **wine** industry centres chiefly in Mendoza, San Juan, and Rio Negro. In 1949, 157,000 hectares were cultivated and produced 1,200,000 m. tons of grapes for the wine industry. Production of wine was 8,792,340 hectolitres in 1948 and 6,750,000 hectolitres in 1949. Average consumption is 9,020,450 hectolitres a year. Exports,

THE ARGENTINE TRADING COMPANY

BARTOLOMÉ MITRE 478

BUENOS AIRES

IMPORTING

INDUSTRIAL CHEMICALS
METALLURGICAL PRODUCTS

EXPORTING

DAIRY PRODUCTS casein, butter, eggs, poultry, etc.
AGRICULTURAL PRODUCTS fruits, onions, etc., etc.

SOLE AGENTS IN THE U.K.

C. R. LAWRENCE, LTD., Napier House, 24/27, High Holborn,
LONDON, W.C. 1.

Holborn 1802/7371

1946—1,517,518 litres; 1947—1,688,200 litres, value 2,906,949 pesos.

Argentine **Vegetable** exports are growing, more particularly of onions and dried vegetables. The tomato crop, some 155,600 m. tons, is grown on 15,600 hectares.

LIVESTOCK.

Cattle:—The virgin pastures have been occupied, and, short of improvement of the herbage by a more intensive culture, the country is regarded as fully stocked with cattle. The number of head of cattle was returned at 41,268,470 in 1947.

The presence of the cattle tick prevents the spread of cattle-raising to the northward, and the country south of the Rio Negro is generally best suited for sheep. Buenos Aires Province with Entre Rios, Corrientes and Santa Fé are the principal sources of good cattle, but both cattle and sheep are raised in nearly all parts of the pampas, north as well as south.

Census particulars reveal a large predominance of Shorthorns (19,790,487), Herefords (3,134,754), and Aberdeen-Angus (1,754,475). The value of the best specimens is indicated by the prices realized in the auction ring. £4,000—£5,000 for prize animals are often realized.

Sheep:—Lincolns are most widely diffused throughout the country, and crosses of Lincoln and Merino provide a large part of the mutton supply. The relative importance of the several breeds

is suggested by the Census returns (1931): Lincoln (14,504,005), Argentine Merino (13,191,306), Romney Marsh (7,556,531), Corriedale (3,397,469), Australian Merino (1,132,607), Oxford Down (24,667), Hampshire Down (368,382), with considerably smaller numbers of others. A third of the total number of sheep are found in the Province of Buenos Aires.

Improved types of sheep are in use southwards from Corrientes to Tierra del Fuego; a few degenerate descendants of Spanish Merinos are kept on the hills of the north-west. Pure Merino sheep are raised in Corrientes and areas of deficient rainfall in Chubut and Rio Negro Territories. Crossed Lincolns of large frame, bred primarily for mutton, are kept in Buenos Aires Province, with generally lighter crossed breeds in the rest of the country.

The total number of sheep in 1947 was 50,356,556 (74,000,000 in 1895). Goats abound in the northern provinces. A total of 4,933,079 was recorded in 1947.

Horses:—The excellent quality of Argentine horses has been shown by the large numbers bought in the past by the British Government and again by the capital performance of the ponies brought by a succession of polo teams. Hackneys are probably the most promising breed for export.

Fifteen breeds are recorded in the Stud Books of the Argentine Rural Society. The larger part of them are heavy draught animals, Percherons (1,310,754), Thoroughbred (569,702), Clydesdales (153,337), and Shires (124,155). The lighter breeds include Hackneys and Arabs.

The number of horses recorded in 1947 was 7,237,663; asses and mules, 501,249.

Pigs:—The stock of pigs was given as 2,981,406 in 1947. They are chiefly of the dark skinned breeds—Duroc Jerseys, Poland Chinas, and a decreasing number of Berkshires. Pig carcasses are exported frozen, and to a smaller extent salted, apart from the home consumption.

The alfalfa pastures produce good muscle, maize for fattening is abundant, and the by-products of dairying are available upon an increasing scale.

Some particulars about the Argentine Meat Trade will be found in the Section, "Meat from South America," See Index.

PRODUCTS OF THE LIVESTOCK INDUSTRY.

The products of the livestock industry constitute some 49 per cent. of the value of the national export.

The **wool** season opens in Argentina in October. The stocks held in the port warehouses are often large, varying with the seasons and the demand. In 1948-49, the U.S. took 57 per cent. of the exports, which were valued at about 12 per cent. of all exports.

Argentina is second only to Australia among the exporting countries of the world, producing something like 10 per cent. of the

world's supply. Internal consumption is about 30,000 tons. The 1949-50 clip is estimated at 215,000 tons

Wool on the Buenos Aires market is quoted in paper dollars and per 10 kilos. Sheep's wool is dealt in mainly in eight qualities. Lambs' wool is classified in four qualities. Argentine wool is packed in bales of about 420 kilos. The exports have been :—

Season.	Bales.
1945-46	518,895
1946-47	364,618
1947-48	496,578
1948-49	173,234

About one-third of the production is sold in Buenos Aires, and the neighbouring warehouses in Avellaneda are capable of storing half the clip. Large facilities exist also at Bahia Blanca.

Hides:—The annual production of about 6 million cattle hides and 2 million calfskins makes Argentina one of the chief sources in the world. The varieties are known according to their origin as Frigorifico (from the superior animals slaughtered at the freezing works); Saladero (from the meat-drying works); Matadero (from the city abattoirs); and Campo (country hides). The hides are exported both in the wet salted state and in a dried condition, and are largely used both in North American and European tanneries.

The number of hides and skins exported is :—

	1946.	1947.
Salted Ox Hides	3,704,985	3,603,469
Dried Ox Hides	689,594	443,975
Salted Calf Skins	1,357,183	1,133,727
Dried Calf Skins	313,180	97,873
Salted Horsehides	300,874	153,011
Dry Horsehides	78,806	19,000
Sheepskins (bales)	51,780	21,630
Goatskins (bales)	2,724	6,243

Total value, 1946—340,500,000 pesos; 1947—322,300,000 pesos.

Horsehair is collected, graded as "South" or "West," and as "mixture" or "long tails," and is exported. Cattle hair, in the form of ear hair for making artists' brushes and tail hair, is exported, as well as hog bristles. Exports, 1947—2,200 tons.

AGRICULTURAL PRODUCE.

A Dairy Industry Board to control prices and improve the quality of dairy exports was formed in 1934. In 1943 there were 1,570 dairy establishments. Total exports were valued at \$167,500,000 in 1947. The popular dairy breed is the Holstein-Friesian.

Dairying:—Dairy farming is an alternative to beef production and the natural conditions favour **butter** making. Butter as fine as Danish, Irish, New Zealand or Australian can be made in Argentina. The grasses are so succulent in early summer that an extremely delicate-flavoured butter like the finest Normandy can be produced. Uniform quality has been attained in the best brands.

Annual production is about 50,900 metric tons. Exports : 1945—11,975 tons; 1946—13,200 tons; 1947—14,600 tons.

In 1946, 5,984 tons of milk powder, and 4,284 tons of condensed milk were produced. Three million milch cows yield milk for the market.

Cheese:—Most of the hard cheeses produced are of the Sbrinz type. The semi-hard types are mainly Emmenthal or Gruyere, Pategras, Dutch, Chubut and Tandil, Cheddar and Mar del Plata. The local market is fully supplied from local sources and there is some export. The total annual production is about 83,300 metric tons. Export: 1946—16,400 tons; 1947—10,400 tons.

The output of **casein**, 33,700 metric tons, is possibly half of the world's supply. It has varied uses in industry, notably in the manufacture of buttons, galalith fancy articles and in paper making. The United States is the principal market. Export: 1945—33,672 tons; 1946—33,300 tons; 1947—28,800 tons.

Eggs and Poultry:—Large areas are suitable for poultry-farming, and in parts of Entre Rios Province the production of fowls and eggs for market is considerable. Estimates give a total of 50,000,000 domestic fowls, 2,000,000 turkeys, 500,000 geese, 6,000,000 pigeons, and 2,300,000 ducks. Table fowls, inclusive of turkeys for the English Christmas, are exported in refrigeration. An important new industry is egg drying. Export of eggs, in shell, 1948—127,587 cases; powdered egg—132 m. tons.

Bee Culture:—Except in Mendoza and in the irrigated Rio Negro territory—the two sources of fine-flavoured honey—little attention has been given to honey and beeswax for market. Great tracts of country carry suitable flora and it has been shown in Buenos Aires Province that good honey harvests can be obtained in three months. The production of honey is some 12 million kilos. Export, 1946: honey—5,140 metric tons; wax—22 metric tons.

The local production of undressed **furs** exceeds the demand. Argentina is the world's principal source for guanacito fur (the pelt of the young guanaco). Other furs produced are fox, skunk, ocelot, weasel, rabbit, hare, nutria, wild cat, otter, viscacha, and opossum.

MINERAL WEALTH.

Although Argentina has a variety of **minerals**, deposits of most of them are either poor or inaccessible, and, with the exception of petroleum, salt, bismuth, ores, and lime, are not much exploited.

Petroleum:—Oil is obtained on a small scale in the Northern Andine region, at Tartagal in Salta, and Tupungato, in Mendoza, which is now a large producer. The principal source is at Comodoro Rivadavia, on the Chubut coast, where there are about 732 wells, some 470 of them Government-owned. Oil from this point is conveyed by tank steamer to the national distillery at La Plata. The oil is asphaltic with about 10 per cent. of light products. Oil with about 60 per cent. of light constituents is obtained at Plaza Huincul (Neuquén Territory). The Yacimientos Petrolíferos Fiscales is the oil-controlling department of the Government. Fiscal production is now 71.7 per cent. of the total. Argentine oil production is 50 per cent. of Argentina's consumption. The rest is imported. There are 19 refineries, in which all the native and some imported crude oils are processed.

Natural gas is piped from Comodoro Rivadavia to Buenos Aires (1,604 klms). Production of natural gas was 606.3 million cubic metres in 1948.

District.	PETROLEUM OUTPUT. (in cubic metres).		Private Companies.	
	State.		1946.	1947.
	1946.	1947.	1946.	1947.
Chubut (Comodoro Rivadavia)	1,390,649	1,456,461	903,066	920,488
Caleta Olivia	21,271	120,674	—	—
Neuquén (Plaza Huincul) ..	307,890	321,922	54,684	47,066
Salta	74,179	74,950	88,411	78,598
Mendoza	487,039	452,709	1,303	1,399
	2,259,757	2,425,716	1,047,464	1,047,551
Production for the year	1946—3,307,221 m ³ .			
" " "	1947—3,473,267 "			
" " "	1948—3,692,493 "			

Argentina produces the following mineral raw materials in varying quantities: Limestone, lime, gypsum, sodium sulphate, boron-trocalcite, salt, lead ores, and lead (pig lead). Blend of an average content of 52.8 per cent. zinc is produced at Tres Cruces (12,000 metric tons).

The most important **gold** deposits are found in Neuquen, Los Andes, Jujuy, and San Luis. Production is about 105 kilos a year.

The zone of Puna de Atacama (comprising Los Andes and parts of Jujuy, Salta, and Catamarca) is the chief **silver** bearing region. Next comes the district of Famatina, in La Rioja.

Steel Industry.—The only iron deposit worked is the Zapla field (Jujuy), over 1,000 miles by rail from Buenos Aires. There are reserves of 100 million tons. A blast furnace here turns out 18,000 tons of charcoal pig-iron annually. Proposed new blast furnaces at San Nicolas (B.A. Province) will produce only coke pig-iron.

About 50,000 tons of steel a year is produced from scrap at military plants. Private steelmaking amounts to about 125,000 tons a year.

In the north of Argentina the best-known deposits of copper lie in the district of San Antonio de los Cobres, in the Puna de Atacama and in the province of Salta. Important deposits exist in the Capillitas district of Catamarca and in Famatina. Wolfram (970 metric tons) is found in the provinces of San Luis, Catamarca, and Córdoba. Vanadium veins form part of the Andine mineral system. Manganese has been found in abundance in Córdoba, Santiago del Estero, and Tucumán, but actual output is small. Also worked are asbestos, mica and talc. About 30,000 tons of lead ores are produced annually, and there are small antimony ore mines in the mountains of the Province of Jujuy and La Rioja.

A rich tin mine is being exploited at Pirquitas, Jujuy. Production is about 850 tons a year. Zinc ore production is 26,550 metric tons a year.

Salt deposits are numerous. Great salt beds occupy the lower half of the extensive undrained basins of the central provinces. It is principally produced in the Pampa (South East), Cordoba (North West), the Province of Buenos Aires (South West), and Salinas Grandes, in Jujuy. **Boron** ore is worked in the Puna region and elsewhere, but the amount extracted is small. Building stone, the ornamental stone known as Brazil onyx, marble and clay are worked in many places. The Malagueño limestone quarries, in Córdoba, are important.

Coal is mined in Mendoza and San Juan, and strata exist in Neuquén and Chubut. The quality is reasonably good but the deposits are remote and transport difficult. Coal and coke imports were 2,177,208 m. tons in 1948. Production, 1947, 16,535 m. tons of coal and 90,775 m. tons of asphaltite.

NATIONAL DEBT.

The National Debt at Dec. 31, 1948, was, in paper pesos :—

Consolidated Debt :—	
Foreign	63,700,000
Internal	10,585,900,000
Floating Debt :—	
Total	2,189,200,000

FOREIGN TRADE.

	IMPORTS. Paper Pesos.	EXPORTS. Paper Pesos.
1945	1,154,001,730	3,639,221,372
1946	2,330,300,000	3,937,400,000
1947	5,351,100,000	5,332,100,000
1948	5,354,000,000	5,458,000,000

In the trade between Argentina and Great Britain the value of exports from Argentina exceeded that of imports from Great Britain by £68,977,029 in 1948.

The following table shows, in thousands of paper pesos, the trading relations between the United Kingdom, the United States, Brazil, and Argentina, in millions \$ paper :—

	Imports to Arg.	Per cent. of total.	Exports from Arg.	Per cent. of total.
1947.				
United Kingdom	446.4	8.3	1,596	30
United States ..	2,431.0	45.4	513	10
Brazil	439.3	8.2	248.4	—

British Capital:—The amount of British capital invested in Argentina and quoted upon the London Stock Exchange was £88,145,690 at the end of 1948, according to *The South American Journal*. Of this sum, £3,513,987 is represented by railway securities, £6,718,325 by Government Bonds, and £77,913,378 miscellaneous. The average return in interest was 3.8 per cent. No interest was paid on £37,837,121.

A recent estimate places the total foreign capital invested in Argentina at about £800,000,000, of which £500,000,000 stands to Great Britain's account, about £85,000,000 to that of France. United States' direct investment is \$355,000,000.

The **import tariff** in Argentina is in the main a valuation tariff. Values are assigned to goods belonging to particular classes and duties are levied upon these bases. Upon certain selected articles the duty is specific and levied upon the weight of the material.

INDUSTRIAL DEVELOPMENT.

Argentina is primarily an agricultural and pastoral country, and the lack of iron and coal militates against the development of its manufacturing industries. At present 75 per cent. of the manufactured products used are imported, and much of the food-stuffs prepared within the country is imported in a partially manufactured form. In spite of difficulties, however, there has been a notable development of manufacturing establishments, of which there are now 101,884, against 65,803 in 1943. Industrial workers have

increased from 452,000 in 1935 to 1,169,000 in 1948. The physical volume of production increased by 34.5 per cent between 1943 and 1948.

Note.—Excellent industrial statistical surveys are published by the National Statistical Department. These should be consulted for details. Extracts are published in the *Review of the River Plate*.

Both the largest and the most numerous of domestic factories are those fabricating textiles (599 mills). There are 300 cotton mills, producing 35,000 tons of textiles. There are 35 spinning mills (463,735 spindles), producing 72,000 metric tons of yarn; and 77 weaving mills (6,433 looms), producing 24,700 metric tons of cloth. Local industry supplies almost all the woollen goods required, 90 per cent. of cotton goods, and all the knitted goods (161 factories). Argentina's 135 hosiery factories produces a margin for export.

Apart from the import of fine yarn amounting to about 500 tons, the woollen industry is independent of foreign sources for raw material. Production in 1946 was 19,995 metric tons of fabrics.

Rayon yarn plants produce 80 per cent. of the demand of the textile industry (7,000 metric tons), which, in turn, supplies most of the Argentine demand for rayon piece goods. Yarn output in 1948 was 8,895,000 lb. of viscose, and 1,387,000 lb. of acetate.

Cane sugar cultivation in the north of the Republic has given rise to a flourishing sugar-making industry, represented by about 40 mills and refineries and about 30 distilleries, employing altogether 100,000 workpeople. Imported confectionery has been almost ousted from the market.

Iron and steel manufacture :—Many articles, from small screws to highly complicated foundry products, are now turned out. Ornamental ironwork is a speciality. The progress in glass-making is remarkable, and many beautiful and artistic glass vases and other articles stamped "Made in Argentina" are on the market.

Boot factories, equipped with the most modern plant, are turning out 12.8 million pairs of shoes, and exporting 416,000 pairs of them. Soap-making has become one of the most flourishing of the Argentine industries. Shipbuilding is another notable activity, one large concern at Buenos Aires employing over 1,000 workmen. Tanning has made a substantial advance. Furniture-making has developed into an important occupation, and the Argentine factories produce some very handsome cabinet and other work. There are 21 well-equipped breweries, producing 1,538,000 hectolitres of excellent beer per annum, while 131 tobacco factories use 22,000 tons of tobacco (60 per cent. home grown) a year.

A number of establishments manufacture jute bags, apparel, felt and straw hats, electrical fittings, confectionery, preserved foods, wine and mineral waters, perfumery, soaps, paper and printing, cardboard, candles, vinegar, paints and varnishes, tiles, and leather goods. The Government produces alum and sulphuric acid. There are 22 alcohol distilleries with a total output of 62,072,000 litres of 100-proof alcohol. The chemical industry manufactures cellulose, bleaching powder, caustic soda, hydrochloric acid, tartaric acid, fine salt, benzol, ammonia, sulphuric acid, carbon dioxide, muriatic acid, copper sulphate, aluminium sulphate, carbon bi-sulphate, oxygen, hydrogen and acetylene gases. There are 4 factories for making

tyres and tubes near Buenos Aires. There are 35 paper mills turning out about 130,000 metric tons of paper, or about a third of the local consumption. The production and finishing of plastic materials is a rapidly growing industry. A civil aircraft factory is in production.

The potential **Hydroelectric** power in Argentina is estimated at 5,000,000 horse power. Of this only about 35,000 horse power has been developed. Most of the larger stations are in the Provinces of Córdoba (on the Rio Primero), Mendoza (on the Rio Mendoza and the Canal Zañon), and Tucumán. Great distances separate the potential sources of energy—the Iguazu Falls, Rapids of Apípe, and the falls of the Salto Grande—from the consuming centres.

There is 1,304,000,000 pesos invested in the electricity industry. Companies number 471, with 972 power-houses distributing current to 797 cities and towns. The total energy produced in 1948 was about 3,600,000 k.w.hs.

Flour Milling has an annual production second only to the meat-packing industry. There are 171 mills. About 2,700,000 m. tons of wheat were milled in 1948.

Cement was manufactured at 11 separate works to an estimated total of 1,251,770 metric tons in 1948. Imports have fallen to a few hundred tons a year. The chief producing centres are the provinces of Buenos Aires, Córdoba, Mendoza, Entre Ríos, Salta, and Santiago del Estero.

Working Laws :—Legislation protecting all working classes in the country is very much up-to-date.

The eight-hour working law, registered under No. 11594, became effective throughout the Argentine Republic on Sept. 12th, 1929. Sunday, as well as Saturday, afternoon rest is also imposed by law.

Minors, that is, under 18 years of age, are not permitted to work more than 6 hours daily, although certain concessions are made for minors wishing to take up apprentice jobs.

Laws recently promulgated protect employees and labourers with regard to dismissals, compensation being granted according to period of service. Annual holidays are obligatory. The time allowed, between one week and one month, varies with the years of service.

Railways :—The country is immeasurably the best served part of South America in respect of rail communication. At the end of 1949 there was open to traffic, inclusive of provincial and secondary lines, 42,852 kiloms. of state owned railways. Particulars of the chief lines are given in the later chapter "Railways of Latin-America." Diagrams to show the areas served appear in the present chapter. The railways convey some 52 million tons of goods and (excluding the suburban traffic of the capital) about 296 million passengers per annum.

Roads and Highways :—The network of roads has been considerably improved during the last 15 years. The construction of road systems, bridges, etc., is in the hands of the Administración General de Vialidad Nacional, an autonomous Government entity. Funds are derived from a surtax on petrol and oil, a large Government contribution, and a percentage on railway earnings. From 1933 to the end of 1945, more than 745 million pesos were spent on road

works. Since the road law has been in force, a vast provincial and national network of roads has been built, and an extensive system of earth roads improved. The highway system extends to well over 500,000 kilometres. Pan-American highways connect Buenos Aires with Chile, Bolivia, Paraguay and Brazil. The national road network is 69,916 kilometres, of which 3,500 are concrete-paved, 12,102 kilometres are earth roads, and about 54,829 kilometres are open for traffic in all weathers.

Air Services:—For international air services from outside Latin America see the *Air Section*. Cruzeiro do Sul flies between Rio de Janeiro and Buenos Aires, and Linea Aerea Nacional de Chile (L.A.N.) flies between Santiago de Chile and Buenos Aires.

All internal air lines have been nationalised, and unified under the name of **Aerolineas Argentinas** (Argentine Air Lines). They are managed and operated by the Ministry of Transport. Internal services will be known as *Aeroposta Argentina*, and external services as *Flota Aerea Mercante Argentina*.

There are Argentine international services from Buenos Aires to Lisbon, and thence to Rome, Paris, and London; to Rio de Janeiro; to Santiago de Chile; to Uyuni, Oruro, and La Paz in Bolivia; and experimentally to New York (*via* Rio de Janeiro, Natal, Belem, Trinidad, Caracas and Nassau); and San Francisco (*via* Santiago, Antofagasta, Lima, Guayaquil, Managua, El Salvador, Mexico City and El Paso, Texas).

Lade (Lineas Aereas del Estado), is operated by the Argentine Air Force to develop new routes which are handed over to the above company when it shows a profit.

All but the smallest towns are now served by air. Enquiries should be made locally for times and fares.

POSTS AND TELEGRAPHS.

Postage Rates:—Internal, 10 cents for each 20 grammes or fraction; to American Republics and Spain 10 cents for first 20 grammes, and 10 cents per 20 grammes or fraction thereafter. To European countries, 25 cents for first 20 grammes, and 15 cents per 20 grammes or fraction thereafter. From U.K. to Argentina, 3d. for first ounce, 1½d. for each ounce thereafter.

Air Mail:—Argentina to Europe, 50 cents for every 5 grammes or fraction thereof, plus ordinary postage at 25 cents for the first 20 grammes or fraction thereof and 15 cents for every additional 20 grammes. Business papers as printed matter pay 50 cents for each 25 grammes or fraction. U.K. to Argentina, see page 30. To U.S.A.: 40 cents for each 5 grammes or fraction, plus ordinary postage of 10 cents for every 20 grammes.

Telegraph Rates:—10 cents per word plus tax of 30 cents per telegram. Maximum, 100 words. Foreign languages, double tariff.

Cables:—Service by the Western Telegraph Co., Ltd. (*via* Imperial, and *via* Western Union), and All America Cables & Radio, Inc. *via* All America).

Wireless Telegraphy:—International communication is provided by two companies, *Transradio Internacional* (London, Paris, Berlin, Oslo, Geneva, Stockholm, Tokyo, Shanghai, New York, Amsterdam, Brussels, Madrid, Rome, Asuncion del Paraguay, Rio de Janeiro, Santiago de Chile, and La Paz ; and *Radio Argentina* (via Radiar to Madrid and New York with most European, African, and Asiatic countries). Ordinary rate to England, \$2.60 paper per word.

Wireless telegraphic communication with shipping is maintained through the Argentine Post Office (General Pacheco).

Telephones:—The Buenos Aires system, which is State owned, is linked up telephonically with all the provinces as well as with the neighbouring countries. Automatic phone service is now operating in most of the city.

Wireless Telephony is available to most of the world from the local telephones. The internal telephone system is connected with the overseas circuits of the radio-telephone companies.

Radiophotographs can now be transmitted to and from Buenos Aires and London, Germany, and New York.

Broadcasting is carried on from numerous stations.

PRESS.

The principal publications are:—

Official Gazette—"Boletín Oficial."

Buenos Aires Dailies : "La Nación," "La Prensa," "El Mundo," "Crítica," "Noticias Gráficas," "La Razon," "La Época," "Democracia."

British Dailies : "The Standard," "Buenos Aires Herald."

Magazines : "El Hogar," "Mundo Argentino," "Para Ti," "Maribel," "Atlantida," "Rosalinda," "Selecta," "El Gráfico."

English Language : "Review of the River Plate" (commercial and agricultural), "The Times of Argentina" (shipping and grain), "Britannica" (organ of the British Society), "The Argentine Magazine," and "The Southern Cross."

CURRENCY, WEIGHTS AND MEASURES.

Currency:—Gold is not in internal circulation, but the basis of the monetary system is the gold peso, sometimes known as Oro Sellado (coined gold) and written \$—O/S. The paper pesos form the only circulating medium and the "Oro Sellado" bears a fixed (but purely nominal) ratio of 44 cents gold to 100 cents paper, *i.e.* \$1—Gold equal to \$2.27 paper.

The currency in actual use consists of paper notes ranging from \$1,000 to \$0.50. Nickel coins of 50, 20, 10 and 5 centavos and copper 2 and 1 centavo pieces.

WEIGHTS AND MEASURES.

The legal system is the metric, but the Spanish system is also used, and in some places the old Argentine system.

CUSTOMARY MEASURES.

The average weights of standard packages of Argentine produce, are as follows:—

Bale of Wool	420 kilos.	Bale of Hay (alfalfa) ..	50 kilos.
" Sheepskins	400 "	Pipe of Tallow	400 "
" Hair	400 "	Cask of	160 "
" Goatskins	370 "	" Butter	25 "

Weights in Use for Hides and Sheepskins.

A pesada of dry hides (35 libras)	= 35.448105 pounds.
A pesada of salted hides (60 libras)	= 60.76818 pounds.
A pesada of washed sheepskins (30 libras)	= 30.38409 pounds.

LINEAL MEASURES.

1 Pulgada	= 0.947086 in.
1 Pie (12 pulgadas)	= 0.947086 ft. = 0.3048 metres.
1 Vara (3 pies)	= { 0.947086 yd. = 8.666 metres. 2.841258 ft.

1 Yarda (yrd)	= 0.9144 metres.
=	{ 39.3700 inches.
1 Metro	= { 3.2808 feet.
=	{ 1.0936 yards.
1 Kilometro	= 0.62137 mile.
1 Milla Inglesa	= 1,609.35 metres.
1 Milla Marina	= 1,852.00 metres.
1 Legua (Spanish) (league)	= 6,000 varas = 3,228.703 miles.
1 Legua (Argentine) (league)	= 3.106912 miles.
In Buenos Aires Province, 1 square league	= 1,600 squares = 6,672 acres.
National lands, 1 square league	= 1,600 squares = 6,177.85 acres.

WEIGHTS.

1 Grano	= 0.769273 grain (avoirdupois).
1 Adarme (36 granos)	= 27.693832 grains.
1 Onza (16 adarmes)	= 1.012803 ounces.
1 Libra (16 onzas)	= 1.012803 pounds.
1 Arroba (25 libras)	= 25.320080 pounds.
1 Quintal (4 arrobas)	= 3.617153 quarters.
1 Tonelada (20 quintals)	= 0.904288 ton.
1 Libra Inglesa	= 0.45393 kilogramme.
1 Libra Medida Argentina	= 0.4594 kilogramme.
1 Kilogramo	= 2.204621 pounds.

CAPACITY (LIQUID).

1 Cuarta	= 1.04552 pints (0.52276 quarts).
1 Frasco	= 4.18208 pints (2.09104 quarts).
1 Galón	= 6.691328 pints (3.345664 quarts).
1 Barril	= 66.1328 quarts (16.72832 gallons).
1 Pipa	= 401.47968 quarts (100.36992 gallons).
1 Galón Ingles	= 4.543 litres.
1 Galón (Norteamericano)	= 3.800 litres.
1 Litro	= 1.759 pints.
1 Pinta (pint)	= 0.568 litre.

CAPACITY (DRY).

1 Cuartilla	= 7.549188 gallons (0.9436485 bushels).
1 Fanega (4 cuartillas)	= 30.196752 „ (3.774594 bushels).
1 Hectolitre (100 litres)	= 2.75 bushels.

CUBIC MEASURES.

1 Metro Cubico	= { 35.3148 cubic feet.
=	{ 1.3079 cubic yards.
1 Pie Cubico	= 0.028317 cubic metres.

SQUARE MEASURES.

1 Pie Cuadrado	= 9.2903 square decimetres.
1 Vara Cuadrado	= 0.7499 square metres.
1 Metro Cuadrado	= 10.7639 sq. ft. or 1.1960 sq. yds.
1 Acre	= 0.4047 hectare.
1 Hectaria (10000 mts)	= 2.4711 acres.

SETTLERS IN ARGENTINA.

Immigration:—The laws have long favoured the immigration of farmers, labourers and artisans of less than sixty years of age seeking to settle in the country, *although in recent years certain modifications have been introduced, tending to improve the type of immigrant and restricting the entry of undesirables.*

Whether the incoming immigrant is a first, second or third class passenger, his application for admittance has first to be submitted to the consulate at the point of departure and there the case is subjected to an individual investigation and the facts are reported to the immigration authorities in Buenos Aires. The Director of immigration then studies the application, and this official has the

right to say, yes or no. This means that the prospective emigrant must wait whilst the application is sent to Buenos Aires to be passed or rejected.

The table below shows the overseas migratory movement during three years (2nd and 3rd class passengers) :—

Year.		Immigration.		Emigration.		Balance.
1938	..	42,645	..	16,796	..	25,849
1947	..	41,488	..	11,183	..	30,385
1948	..	154,000	..	34,000	..	120,000

Land for Settlers:—Land for agriculture is still comparatively easy to buy, but the market prices of good rural properties are not low. At 50-100 miles from Buenos Aires land may be worth over £30 per acre. At 250 miles distance there may be land at £10 to £20 an acre, and in the Pampas and the southern and northern territories land can be got at £1 to £5 the acre. Agricultural land is frequently bought by annual payments spread over four or five years.

The Government owns State lands and sells and lets them at low prices. These are suitable for agriculture, and still more so for stock-breeding.

Colonization:—The system of small ownership of arable land is less general than arrangements for sharing the produce of small parcels of land with the landowner. It is recognized, however, that the settlement of pioneer immigrants should be encouraged by the grant of land, and a scheme of land-settlement, devised with this fact in view by the chief railway companies, has been approved in principle by the Government. A joint undertaking, the Railways Colonization Consortium, has been formed to take charge of lands in the regions served by the several lines. The companies agree to forego profit on the sale of land to colonists, to accept payment for land, buildings and plant by instalments, and in some conditions to advance funds to suitable settlers. The scheme provides for co-operative stores and the creation of village centres, each railway company superintending the areas along its own route.

The Government has outlayed plans to bring millions of immigrants, especially Italians and centro-Europeans, to populate vast terrains. They arrived in increasing numbers during 1946; 1947, and 1948.

There are available for settlers State lands in Patagonia suitable for sheep-farming. In the cotton-growing districts of the Chaco, in Corrientes, Salta, and Tucumán, close settlement is being encouraged by the Provincial Governments.

In the Rio Negro valley a few thousand acres have been converted into irrigated small holdings by the Italo-Argentine company, and homesteads have been set up, preferably for Italians already experienced in Argentine conditions. An irrigation canal flows for 120 kilometres from the River Neuquén, above the confluence with the River Limay, to the valley of the Rio Negro. It irrigates about 60,000 hectares, which were rapidly colonized.

The Jewish Colonization Association, founded by Baron Hirsch in 1892, owns over half a million hectares in Buenos Aires, Santa Fé, Entre Rios, Santiago del Estero, and La Pampa. The Association sells land to colonists at cost price in lots of 25-400 hectares and makes

advances of funds. The capital of the colony is Rivera, to which a line has been built from Carhué.

The Eldorado Company owns 250,000 hectares of land 250 kilometres north of Posadas and 100 kilometres south of Puerto Aguirre. A large number of people have been settled on their own lots. The main products are citrus fruits, tobacco, yerba maté, bananas, pine-apples, manioc, maize, and vegetables. The colony can be inspected by tourists coming back from the Iguazu Falls. There is a good bungalow hotel.

Cost of Living:—Rent is a most serious item. A single man can obtain a bed-sitting room in a respectable boarding-house at about \$300/350 per month for half board and room, \$350/400 upwards for full board. A small flat, such as a married junior commercial employee would expect to occupy, could not be secured at a rental of less than \$350 paper per month upwards. A suburban villa similar to that occupied by a senior commercial clerk could not be secured here under the equivalent of £250 to £300 per annum.

Other household expenses are also inclined to be high. The average wage paid to a general servant in the city of Buenos Aires is \$150 paper per month. The cost of first-class furniture is higher than it is in the United Kingdom. Foodstuffs are no more expensive than in Great Britain. A good suit can be bought for \$400 to \$550. A hat may cost between \$40 and \$60. An Argentine made pair of shoes costing \$50/75 will give good service.

No person over the age of 21, with one or two years' commercial experience, can be recommended to accept a salary of less than about \$800 paper a month. An Englishman coming from the Old Country, facing life alone in Argentina, is not likely to get more out of \$400 per month than he would out of £3 a week in England.

National Flags:—Foreigners are not allowed to hoist their national flags in the Argentine without special permission, and on condition that it is flown with, and to the left of, the Argentine flag.

National Dishes are based, in the main, upon plentiful supplies of meat and vegetables. Many are truly individual and delicious, the *asado*, or roast, when properly done; *puchero*, the best stew in the world, if all the ingredients are present; *bife a caballo*, steak served with a fried egg; the *carbonada* (onions, tomatoes, minced beef), particularly good at Buenos Aires; *cazuela*, a form of roast chicken; *churrasco*, a thick grilled beef steak; *parrillada*, a mixed grill, and many others, like *humitas*, tasty but not so strictly national.

TOURS IN ARGENTINA.

An idea of the cost of touring Argentina and neighbouring countries can be got from the prices of the combined railway and hotel tickets issued by tourist agencies. The costs vary with the distances covered, the length of stay, and class of hotel. The following itineraries are given as typical summer excursions. Notably at the seaside hotels a considerable reduction is made to travellers "in matrimonio" and in winter some hotel charges are reduced. The particulars are approximate only, not binding quotations. The prices are in "moneda nacional."

SUMMER EXCURSIONS.

The following are typical tours, but there are numerous others. Enquiries should be made at the Exprinter Tourist Agency, the Villalonga Express, or Wagon-Lits Cook.

Buenos Aires—Patagones—Viedma—Pilcaniyeu—Bariloche (Lago Nahuel Huapi)—Llao Llao—Correntoso—Puerto Blest—Laguna Frias—Buenos Aires. Twelve days. All included, as from \$575. At Bariloche a visit may be paid to Lakes Gutiérrez and Masecardi at an additional cost of \$55.

Buenos Aires—Bariloche—Lago Nahuel Huapi—Gutiérrez—Masecardi—Valle Rio Limay—Lago Traful—Correntoso—Puerto Blest—Laguna Frias—Buenos Aires. Fifteen to sixteen days. All included, \$820.

Buenos Aires—Zapala—San Martin de Los Andes—Lago Lacar—Bariloche—Lago Nahuel Huapi—Correntoso—Puerto Blest—Laguna Frias—Buenos Aires. Seventeen days. All included, \$880. A deviation from Laguna Frias to Peulla, lasting from three to seven days, costs \$880 upwards, according to the number of days taken.

Buenos Aires—Patagones—Viedma—Bariloche—Correntoso—Puerto Blest—Laguna Frias—Casa Pangue—Peulla—Buenos Aires. Twelve to thirteen days. All included, \$645 pesos up. Another, which follows this as far as Peulla, and then runs Peulla—Puerto Varas—Puerto Montt—Valdivia—Osorno—Buenos Aires, takes 22 days and costs \$1,530. Another taking 29 days and costing \$2,015, breaks off from the above at Valdivia and runs Valdivia—Concepcion—Santiago de Chile—Valparaiso and Vina del Mar—Buenos Aires.

An excursion to Santiago and Viña del Mar by the Transandine costs from \$850 to \$640, according to comfort, and takes 15 days.

An excursion to Valparaiso, Santiago, Concepcion, and Valdivia takes 18 days and costs \$970.

A tour through Chile, Bolivia, and Peru : Buenos Aires—Santiago—Valparaiso—Antofagasta—La Paz—Cuzco—Arequipa—Mollendo—Callao—Lima—Valparaiso—Buenos Aires. Thirty-seven days, quotations on application.

Buenos Aires—La Paz—Cuzco—Arequipa—Mollendo—Callao—Lima—Valparaiso—Santiago—Buenos Aires. Thirty-four days, quotations on application.

Buenos Aires—Mar del Plata and return.

Per person, 7 days' stay, \$260 up, according to class of hotel.

Buenos Aires—Necochea and return.

Per person, 7 days' stay, \$220 up, according to class of hotel.

Buenos Aires—Alta Gracia and return.

Per person, 7 days' stay, \$260 hotel de luxe. Per person, 7 days' stay, \$118—\$132, family hotel.

To the Cordoba Hills by Motor-car: Including railway tickets with sleepers and meals, visiting the most important of the Cordoba Hills (Cordoba, Lago San Roque, la Falda, Capilla del Monte, Cruz Chica, Cruz Grande, Los Cocos, La Cumbre, Carlos Paz, Ensenada, Pampa de Achala, Mina Clavero, Alta Gracia) in private and comfortable cars for five days and staying at the best hotels. Lasting a week. Villalonga Express rates, all included, \$420.

To Mendoza and the Andes: First class rail, including sleepers and meals. Stay at hotel and motor tours to the city, Parque Nacional, Cerro de la Gloria, Trapiche, Chacra de Coria, Vistalba, Lujan de Cuyo, Lulunta, Villa Maipu, Luzuriaga and Cacheuta, where the Hydroelectric engine can be seen. Return to Mendoza and to Buenos Aires. Price per person (all included : trains, motor cars and hotels), \$405.

THE SIERRAS OF CORDOBA.

The Sierras of Córdoba, with their dry climate and moderate altitude, are most frequented by summer visitors, but the district is agreeable at all times of the year. Córdoba is readily reached in comfortable trains over the Bartolomé Mitre Railway and makes a convenient centre for excursions over excellent hill roads. The State railways serve the district. These and the roads make exploration easy. The hotel accommodation is best at Alta Gracia, in the southern portion of the Sierras, but is quite good at other points, notably La Falda, La Cumbre, San Esteban, Los Cocos, Capilla del Monte and Ascochinga.

The irregular contour of the region leaves a considerable choice of altitudes and of surroundings, with varying opportunities of sport or recreation. Particulars concerning the chief points are

classified among Argentine towns and pleasure resorts and these may be consulted in addition to this brief recapitulation :—

Alta Gracia, altitude, 1,900 ft. Recreations : motoring, walks, climbing, tennis, golf.

Ascochinga (*via Jesus Maria*), altitude, 2,600 ft. Good winter fishing ; shooting from May to September ; game not plentiful ; pumas to be found in the hills.

Blaet Masse (*Santa Maria*), altitude, 1,800 ft. Notable scenery, motoring, riding.

Capilla del Monte, altitude, 3,000 ft. Game and fish scarce, but pumas, condors and foxes exist in the hills. Tennis, golf, and target shooting good. Hotels : Victoria ; Saboya.

Cosquin, altitude, 2,200 ft., on the banks of the river ; beautiful surroundings with a dry, healing air. Hotels : Barroni ; Mundial.

Cruz Chica, altitude, 3,500 ft. Swimming, tennis, climbing, good motoring, riding, walking.

Dean Funes, altitude, 2,300 ft. Good roads, good shooting April to September.

Jesus Maria, altitude, 1,650 ft. Recreations : good trucha, dorado, and carpa fishing in winter ; game in season, wild goats and foxes plentiful. Sporting permits required from the owners of estancias La Paz, Sta. Catalina, and San Jorge.

La Calera, altitude, 1,500 ft. Shooting May to July ; trout fishing. Hotels : Parque ; Tell.

La Cumbre, altitude, 3,500 ft. Trout steams with good fishing November to April. Swimming, golf, and tennis. (*Palace Hotel ; Cruz Chica*).

La Falda, altitude, 3,000 ft. Pleasant at all seasons. Little fishing, good partridge and hare shooting. Golf. Hotels : El Prado ; Ferrari ; Parque.

Mar Chiquita, a salt-water lake 11 kilom. from Balnearia Station, in the north-east of Cordoba ; a watering-place famous for its cures. Hotels : Miramar ; Savoy.

Mina Clavero, 140 kilom. from Córdoba by 'bus, through grand mountain scenery. Usual sports ; natural waters. Hotel : Fenix.

San Esteban (*Los Cocos*), altitude, 3,500 ft. Golf, tennis, climbing, swimming. Hotels : Petit ; Los Molles.

Villa Dolores, altitude, 1,700 ft., at the foot of the hill. Shooting : partridge, martinetta, and hare. Hotel : Loma Bola.

Valle Hermoso, altitude, 2,800 ft. Recreations : riding and motoring. Hotels : San Antonio ; Valle.

Yacanto, altitude, 2,900 ft. Near Villa Dolores, at the foot of Mount Champaqui, Tennis, golf, swimming, riding, climbing. Hotel : Yacanto.

THE SOUTHERN LAKES.

The Nahuel Huapi National Park is situated in the Cordillera region of the national territories of Neuquen and Rio Negro, which is commonly known as Nahuel Huapi or the lake district, and which lies among the foothills of the Andes to the south-west of the immense pampas which stretch eastwards to the Atlantic.

This park embraces the most diverse and outstanding natural phenomena : lakes, rivers, cascades, forests, bare mountains and snow-capped peaks. Nature has reproduced in one and the same place the Norwegian " fjords " the Scottish " lochs," the Swiss and Italian lakes, everlasting snow-capped peaks such as the " Rockies " of Yellowstone Park, and panorama similar to anything which the Alps or the Pyrenees can offer.

The whole park is enveloped in abundant vegetation. Age-old trees, some of which reach a height of one hundred and fifty feet or more, form vast forests, and alternate with flower-decked prairies and clumps of wild berry-laden shrubs. Exotic fauna inhabit these regions and are a source of continual interest owing to the variety of species encountered.

But the outstanding feature of this national park is the splendour

of the lakes. The largest of these is Nahuel Huapi, surrounded by forests, snow-capped mountains and wooded slopes. This lake contains jutting peninsulas and many islands, and covers approximately 130,000 acres. The largest island is the "Isla Victoria," on which is situated the forestal research station, where the Directorate of National Parks carries out its work of acclimatizing new species of vegetation to take the place of that destroyed by forest fires or any other cause. A Zoological Board is also being established for the purpose of adding to the existing indigenous fauna.

The lakes in this park, and particularly Nahuel Huapi, are well served by boats of all kinds. The National Parks Board has a large steamboat, the "Modesta Victoria," which carries 150 passengers in great comfort. It is also able to embark two motor cars for the convenience of passengers touring the lake district.

The lakes are full of fish, and attract numbers of fishermen, not only from Argentina but even from European countries. Lake Traful is considered the best for fishing. It is situated amidst rocks which take on fantastic contours suggesting ruined castles, giants and weird structures. Its transparent waters include a great variety of fish, frequently reaching a weight of as much as 15 lbs. Permission to fish should be obtained from the fishing administration at Bariloche (10 pesos fee).

Hotels and private establishments are situated in picturesque positions near beaches, peninsulas and back-waters, and offer peaceful hospitality. Apart from sailing and boating, there is ample scope for golf, swimming, mountaineering and ski-ing.

In the winter, the snow-covered slopes offer opportunities for ski-ing which are comparable to those of the Swiss or Scandinavian resorts.

Summer excursions to Lake Nahuel Huapi are organized by several travel agencies in connection with Roca Railways at rates inclusive of train fares and of hotel expenses. Trains leave Constitución Station, Buenos Aires, on Monday, Wednesday, Friday and Sunday at 2.10 p.m., direct to Bariloche, crossing the fertile province of Buenos Aires and the Rio Negro territory. Bariloche, on the shores of Lake Nahuel Huapi, is reached about 42 hours later. The sleeping accommodation and dining car facilities are good. The train is equipped with a comfortable saloon, restaurant, and sleeping cars with bath rooms, and most of the dust is excluded.

The run occupies some 42 hours, at the end of which you arrive at the beautiful little station built on the outskirts of San Carlos de Bariloche. Innumerable taxis wait at the station to conduct travellers to any of the hotels in Bariloche itself and arrangements can easily be made for transportation to any of the outlying hotels in the district. These hotels, although usually small, accommodating no more than 50 to 80 persons each, are scattered at relatively short intervals throughout the entire park and can always be found at those points having a special scenic interest. The best placed, best appointed and best run hotel in the area is, however, the now famous Llao-Llao, known to all travellers to the Park.

Rates are very reasonable and are more or less standardized. The usual price of about \$35 m/n per person, per day, includes breakfast,

lunch, dinner and bed. At certain hotels it is also possible to obtain accommodations with private bath at slightly higher rates.

An excellent official booklet, "Nahuel Huapi : National Park," has been issued by the Argentine Ministry of Agriculture.

For the traveller who wants to go further afield, automobiles and launches are available for such points as Puerto Panuelo, Lago Correntoso, Puerto Blest, Bahia Lopez, Lago Traful, Lago Gutierrez and Lago Mascardi. The season favoured by most extends from December to April, but now that winter sports, such as ski-ing and sleighing, are attracting numbers of devotees, the Lake District is certain to have a number of visitors from outside the whole year round. The "Club Andino Bariloche" has established shelters on some of the peaks for the convenience of mountaineers. Firing, light and food is provided in these points of succour. A log cabin has also been erected at the foot of Mount Otto, the favourite site for ski-ing, and from this a splendid view can be obtained of Lake Gutierrez, and the Ventana and Cathedral Peaks. Fishermen at Rio Traful (*Dawson's Camp*), 50 miles north of Bariloche, have been rewarded with record catches of trout and salmon.

The lakes can also be reached by travelling direct on the Roca Railway to Zapala, where the traveller has the option of continuing his journey by motor-car either from that point or from Neuquen. The route from Zapala leads through San Martín de los Andes and some of the most striking scenery in the Cordillera. The Cía Aeroposta runs daily air services to Bariloche.

Full details and prices of excursions are on page 158.

From Bariloche on the lake shore a route can be followed through the lakes to Puerto Montt (Chile) and so to Santiago. The route is described under "Chilean Lakes," in the Chile Section.

Puerto Montt is accessible also by stage from Zapala (Roca Railway) *via* Junín de los Andes and San Martín de los Andes ; the latter a picturesque village, mountain-ringed, with the volcano peak of Chapeleo in full view. The Roca Railway can be rejoined at Allen by a track skirting the River Limay.

A 300-ton steamer, the "Modeste Victoria," carries passengers and mails among the lakes, and there are private sailing and motor-boats. The scenery is reminiscent at once of North Wales and the Scottish Highlands, and the season, December to mid-March, shows it at its best.

From Bariloche short excursions can be undertaken by motor-car to Llao Llao Peninsula and Lake Moreno (26 kilom.) ; to Lake Gutiérrez (17 kilom.) ; to Cerro Campanario, 1,000 ft. above Nahuel Huapi (20 kilom.) ; to Huemul Peninsula (50 kilom.) ; and to Traful (75 kilom.) up the valley of the Limay River.

RIVER JOURNEYS.

One way of visiting the north of Argentina is by river. There are bi-weekly departures of passenger-carrying steamers up the Paraná River to Corrientes (where transshipment can be made for Posadas, Misiones Territory), and Asunción (Paraguay), where a steamer can be taken to Corumbá (Brazil).

Two steamers a week ply on the Uruguay River as far as Concordia and Salto. The rivers are available also for shorter tours.

Steamers de luxe fitted with the refinements of ocean liners make the journey daily to Montevideo. There is also a steamer daily to Colonia (Uruguay), and bus connections with Montevideo, Carmelo and Conchillas.

RIVER DISTANCES FROM BUENOS AIRES.

PARANA RIVER.				PARAGUAY RIVER.			
Rosario	..	..	419 kilom.	Formosa	..	..	1,448 kilom.
Santa Fé	..	..	588 "	Asunción	..	..	1,630 "
Corrientes	..	..	1,208 "	Concepción	..	..	1,940 "
Posadas	..	..	1,583 "	Bahia Negra	..	..	2,490 "
Iguazu	..	..	1,931 "	Corumbá	..	..	2,775 "

THE IGUAZU FALLS.

The Falls and Cataracts of Iguazu have a first claim upon the attention of the sightseer. They are in the Misiones Territory, in the wild country abutting upon Paraguay and Brazil. They surpass in grandeur both Niagara and the Victoria Falls. Their reputation is due in part to their great size and partly to the beauty of the great number of cascades. Set in the midst of virgin forest where the trees are bright with orchids that hang like magic torches and serpentine creepers that festoon the branches, they present a spectacle of immense beauty.

The best season for a visit is from May to November. The journey is made by rail and river steamer or by steamer, and may be combined with visits to Asunción and other points in a round trip from Buenos Aires. There is also a twice-weekly air service. The single fare from Buenos Aires is \$320.

The Iguazu River is a tributary of the Paraná, from which the Falls are 19 kilometres. The word is Guarani for "Great Waters." The river rises in the hills of Curityba (Brazil) and receives the waters of some thirty affluents. Above the main falls the river opens out to a width of 4,000 metres, interspersed with wooded islets. Cataracts extend for two miles above the 200-ft. precipice over which the water pours on a frontage of approximately 2,500 metres. The height exceeds that of Niagara by some 30-40 ft., and the width by one-half, but many of the cataracts are broken midway by ledges of rock. The months of May and July, in which the river is normally in flood, are not the best for spectacular effect, although the rushing water in its surroundings of begonias, orchids, ferns, palms, bamboos, bushes, and creepers, haunted by magnificent butterflies, is always of a majestic beauty.

The several falls have distinctive names. Of those on the Argentine side the San Martín Falls are glorious; the Bossetti, the most turbulent and picturesque, is usually crowned by a rainbow; the Two Sisters are smaller. Mitré, the Three Musketeers, and the Devil's Throat, are best seen from an island, reached by canoe.

To see the falls on the Brazilian side it is necessary to cross from Puerto Aguirre to Foz do Iguazu, and traverse Brazilian territory. A paved highway is being built from the port to the falls.

Waterproofs and sandals are needed for a close inspection, and especially for those who make the rope ladder descent.

By Rail from Buenos Aires:—The itinerary combines the Central Buenos Aires and the Urquiza systems. The journey is comfortable, economical, and picturesque. The trains have sleeping and restaurant cars, good meals and wines.

The train leaves Federico Lacroze Station (Central B. Aires Railway) westward passing Lynch, Gral. Sarmiento, Pilar and a series of small stations on the way to

Zarate, port on one of the arms of the Paraná river. From there the railway carriages are ferried across the Paraná to Ibicuy, a distance of 83 kilometres. The journey continues through the Gualaguaychu plains to the heart of the province of Entre Ríos, nearly parallel with the River Gualaguay, afterwards north-east to Concordia on the Argentine bank of the River Uruguay. Thence the General Urquiza Railway runs close by the river through Monte Caseros, Paso de los Libres, Yapeyu, Santo Tome Apostoles to Posadas, so crossing the Province of Corrientes. Posadas is reached by this route in thirty-six hours.

Steamer is taken at Posadas to Puerto Aguirre and the intervening 12 miles to Iguazu is covered by motor-car on a macadam road.

By Steamer from Buenos Aires three itineraries are offered to the tourist :—

1. Steamer up the Paraná to Corrientes and along the Upper Paraná to Posadas, thence to Puerto Aguirre. Fare \$725, inclusive return for Saturday and Tuesday boats. Time taken, 15 days. At Posadas, on the return journey, it is possible to take train to Asunción, visit San Bernardino, on Lake Ipacaray, and return by steamer to Buenos Aires.

2. Steamer up the Uruguay River to Salto ; train from Concordia to Posadas ; small steamer to Puerto Aguirre (returning by Route 1). Fare \$940. Time taken, 16 days.

The fares include first-class tickets and hotel accommodation.

Sailings are made regularly from Buenos Aires (South Basin) *via* the Paraná. Transshipment is made at Corrientes, whence steamers leave on Tuesday and Friday morning, arriving at Posadas, where there is a comfortable hotel, in the afternoon of the following day. Steamers depart from Posadas on Thursday and Sunday. These steamers disembark passengers at Puerto Aguirre. From Puerto Aguirre the transit is by motor-car for the remaining 17 kilometres.

In Foz do Iguazu is the Hotel Casino Iguassú, most comfortable. In Puerto Aguirre, another good hotel is the Cataratas del Iguazu. Puerto Aguirre, the only town within the boundaries of Iguazu Park, is splendidly situated at a height of 200 feet above the river. There is a magnificent view of the river from the town.

APPROXIMATE TIMES.

From	Buenos Aires to Corrientes	3 days (River Paraná).
"	Corrientes to Posadas	36 hours
"	Buenos Aires to Concordia	24 hours (River Uruguay).
"	Posadas to Puerto Aguirre	36 hours.

The Falls can be reached by plane from Rio de Janeiro and São Paulo *via* Curitiba. The land journey from São Paulo is by railway to the Paraná River, then by river boat to the vicinity of the Sete Quedas (Guaira Falls), and finally by boat and rail to Foz do Iguassu, whence there is a paved highway to the Falls.

THE GUARANI RUINS.

Near Posadas are the ruins of the old Jesuit missions, from which the province of Misiones derived its name. Tourists cannot visit them all, but should not fail to visit the **Ruins of San Ignacio**, reached by motor in 2½ hours or by special launch in 5 hours from Posadas (50 kilometres). After five kilometres by horseback or coach, the remains of four squares, a cathedral, and a seminary are reached. There are other interesting ruins at Apostoles, three miles from Apostoles station on the line to Posadas, and at Santa Maria Mayor, thirty miles from the same station. All these ruins are set in luxuriant tropical vegetation.

To visit the **Ruins of Santa Maria**, return to Posadas and re-embark for San Javier on the Upper Uruguay, near which is the chapel of "Cerro the Monk" and a curative spring.

THE TRANSANDINE JOURNEY.

We leave the San Martín Railway terminus at 11.00 o'clock in the

morning. The long train is specially built for warmth in winter and coolness in summer ; with heating in the day-coaches and dormitories during the winter, and ample, wide windows for the hot months. The two- and four-berth compartments give the traveller a complete sense of privacy, and the dining car service is good.

The monotony of the plains is broken by clusters of trees surrounding the farm buildings of estancias. Cattle-raising and wheat-growing are seen everywhere. Drove of cattle driven by swarthy gauchos, brightly-coloured birds rising from little lakes, and probably a driving rain of locusts, looking like a snow-storm in the sunshine, meet the eye.

The night is spent in a comfortable berth, and early next morning Mendoza is neared, bringing into sight what looks like a long line of crumpled cones of aluminium rising from the plain. These are the foothills of the Andes ; a barrier through which a tunnel has been bored, ten thousand feet above the level of the sea, thus completing South America's first transcontinental railway, 188 miles long.

Breakfast is served at **Mendoza**, but the through passenger has no time to see more of the place than can be viewed from the railway, although the town and neighbourhood repay a visit. The country for miles around is a huge vineyard, 2,470 feet above the sea.

Passengers for Chile take to the narrow gauge line which runs into the mountains and through Cumbre tunnel to Los Andes. Pullman cars are attached to the train on this section. The route is along the green fruitful valley of the Mendoza river to the foot of the Andes, 12 miles away. Here the limit of irrigation is marked by scrub and stunted trees on the lower slopes.

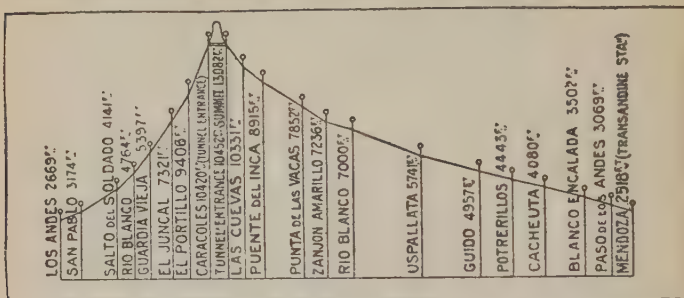
The engine begins to labour up the gradients. A curve reveals the crevice out of which the Mendoza debouches on to the plain. Past Cacheuta, with its mineral baths, the line curves right and left, following the river, crossing lattice work bridges and rushing through short tunnels. This is the old mountain trail the Spaniards named the "Camino de los Andes."

Well into the heart of the mountains, the Mendoza is still close. The mounting train draws past a number of typical Transandine railway stations. Beyond Uspallata is a vast, open, undulating plain, wild and bare, with dried bushes and cactus as the only vegetation. Surrounding the plain on all sides stand the grey, gaunt, barren mountains. On the far side of this plain the valley narrows till Rio Blanco is reached, and there the mountain torrents rush and froth into the river.

Soon we look up the Tupungato Valley at the majestic cone which gives its name to the place. Tupungato is one of the giants of the Andes, rising 22,136 feet above sea level. An equally majestic mass of pinnacled rocks known as Los Penitentes is passed. In the clear air it is difficult to realise that they are forty miles away. The climber to their base (an easy task with a guide) is given a remarkable sight. The higher rocks look very like a cathedral, and the smaller, sharper rocks below give the impression of a number of cowed monks climbing upwards.

On the other side of the valley we get a view of Aconcagua, the Monarch of the Andes, spotlessly white and sharply silhouetted against an azure sky.

In quite a short time we are at one of Argentina's most romantic spots, Puente del Inca. There is a good hotel here run by the San Martín Railway. The Puente or bridge is one of the natural marvels of South America. It towers over the River Cuevas at a height of 65 feet, has a span of 70 feet, and is 90 feet wide.



THE CLIMB AND THE DESCENT. WAYSIDE STATIONS AND THEIR ALTITUDES.

Puente del Inca, 8,915 feet above the sea, is the best point for excursions in the Andine valleys, or for the ascent of Aconcagua (22,850 feet), the loftiest mountain in the Western Hemisphere. Here also the journey may be broken by visitors to the noble "Christus" statue surrounding La Cumbre Pass upon the frontier. The pedestal carries inscriptions:—

"Antes se reducirán a polvo estas montañas, que los pueblos de la Argentina y Chile rompan la paz que a los pies de Cristo Redentor juraron mantener."
 ("Sooner shall these mountains crumble into dust than the peoples of Argentina and Chile break the peace which at the feet of Christ the Redeemer they have sworn to maintain.")

As set forth upon a separate inscription, the statue was erected by the organized workers of the Argentine Republic for settled peace between the Argentine and Chilean peoples.

Leaving Puente del Inca, the train climbs the Paramillo de los Horcones, passing over the high-level bridge that spans the Horcones River. The Paramillo is the moraine of an ancient glacier, on the flanks of Aconcagua. After a comparatively level stretch of valley, the train climbs by rack rail through the narrow gorge of the "Paramillo de las Cuevas," which before the boring of the tunnel through the Cumbre was the terminus of the Argentine Transandinian Railway. The tunnel is 90 yards short of two miles long, and its length is 27 yards short of its height above sea-level. It has now been opened to motor traffic as well.

From the tunnel on the Chilean side at Caracoles, the descent, at first winding and of a slight gradient, suddenly becomes very steep. Between Caracoles and Portillo lies perhaps the grandest rock scenery in the world. No word-picture gives any conception of the prodigious grandeur of the snow-clad, towering, sharp-pointed peaks, standing in relief against the blue of the sky, nor do photographs give more than a poor impression of them. At intervals on the downward course are passed small, squat refuge-huts. The

River Aconcagua is now at hand. Bare rock gives place to verdure, increasing as we descend. Golden-yellow blossom blazes out. Flowers of many hues mingle with the cactus. The mountain barrier causes the clouds from the Pacific Ocean to discharge upon this side, the reason for the greenness of the Pacific slope and the absence of rainfall on the other side of the mountains. At Portillo is the **Portillo** (70 rooms), a modern hotel.

Santa Rosa de los Andes, commonly called Los Andes—the terminus of the Chilean Transandine Railway—is beautifully situated, and its roads are lined with poplar trees. The line traverses the Salto by short tunnels and follows the south bank of the river. The valley widens out and cultivation extends rapidly until, at Los Andes, we reach the head of a wide and cultivated valley extending to the sea. After dinner a change is made to the broad-gauge Chilean State Railway for Santiago and Valparaiso, a run of 2 hours 43 minutes. The junction for both places is Las Vegas. Special through coaches, however, are attached for the international passengers, so avoiding any change at the junction.

Presently, the end of the journey is in sight. On the right is deep blue water—the first glimpse of the Southern Pacific; then comes Viña del Mar—the Brighton of Chile—and Valparaiso.

N.B.—Passengers by the International trains to Chile are required to submit their baggage to Customs examination at Retiro Station, Buenos Aires, the starting-point of the journey. A form of Customs declaration, obtainable at the ticket offices, has also to be executed for the use of the Customs officials at Los Andes. Passports for Chile and medical certificates are necessary.

THE SALTA-ANTOFAGASTA RAILWAY

On February 20th, 1948, a new railway line between the Argentine City of Salta and the north Chilean port of Antofagasta was opened. It is 559 miles long (355 miles in Argentina), and reaches an altitude of 14,680 feet as it passes over the Chorrillos pass.

The Argentine country traversed by the new line is a barren, rocky plateau three to five thousand metres above sea level, and inhabited by Coya Indians whose racial character and economy bears a far closer resemblance to their cousins in Bolivia than to the Salteno lowlander. For them the railway spells civilization.

The Mendoza-Santiago Transandine links the wealthiest and most densely populated areas of the two countries and unites the two capital cities, but the new line's potentials are all in the future. Antofagasta is now within some hours' contact with Argentina, instead of having 4,000 miles of ocean between. Nitrates and copper can be taken into North Argentina, and Argentina, in turn, is able

Trains leave Buenos Aires on Thursday and Sunday at 11 hours, and also on Tuesday at 7.30 hours during the summer. Trains from Chile leave on Monday, Wednesday and Friday, at 8.00 hours. Chilean time is two hours slow of Argentine time. A specimen run is given below:—

Buenos Aires, depart 11.00	..	..	..	Thursday.
Mendoza, arrive 6.30	..	..	..	Friday.
Mendoza, car departs 7.15	..	..	..	Friday.
Santiago, arrive 23.35	..	..	..	Friday.
Valparaiso, arrive 23.35	..	..	..	Friday.
Valparaiso, depart 8.00	..	..	..	Friday.
Santiago, depart 8.00	..	..	..	Friday.
Buenos Aires, arrive 17.15	..	..	..	Saturday.

to supply Northern Chile with badly needed foodstuffs like meat, grain, and fruits. This easy access to Antofagasta will also open a fresh route for Argentine trade with Peru, Ecuador, and Colombia, and provide a new railway route for shipments to Bolivia.

FARMING LANDS AND FARMING LIFE

It may be interesting to obtain a general idea of the appearance and nature of an Argentine camp. "Camp," in universal use, means the estancia, or ranch; and in general it means the pastoral regions as distinct from the farms or "colonias." A fair idea of the country and its ways is obtained from the train, as it usually runs through the pasture land. The land is astonishingly level and monotonous to one not keenly interested in farming. The fields are fenced into very large potreros, or pastures, of, say, from 100 to 5,000 acres each. Cattle, sheep, and horses usually graze in the same pastures.

The fences are wire and well built at great cost, for all wood has to be brought from the northern forests. The posts are mostly of quebracho, as hard and heavy as stone and as durable. The wires pass through the posts and are kept perfectly taut. The wires are run through the upright sticks or stays that space them the proper distance apart, since the posts are very far one from the other. There may be one barbed wire, no more. The gates are wide and strong, and seldom drag on the ground.

Alighting from the train, one sees a village of houses in Spanish style, usually with unpaved streets. Driving out of the village one finds, if it has been wet, heavy roads, unimproved by man; if dry, there are clouds of dust. The roads are wide and commonly treeless, though now and then there are estancias where trees have been planted with care. The chinaberry tree is the favourite, since it is not devoured by locusts. Next comes the *Eucalyptus globulus*.

It is astonishing to drive mile after mile and see no brook or river, and to learn that one can drive a hundred miles in some parts without meeting one permanent watercourse. Nor will there be ponds or pools, save in times of unusual rain, when shallow pools will be seen. Windmill pumps stand in the fields, and from them radiate long lines of galvanized iron troughs for the sheep and cattle.

There may be few buildings on the estancia aside from the rather large dwelling of the manager, an office for the bookkeeper, a coach-house and harness-house, and a shearing shed. There may be sheds for sheltering and feeding rams and choice ewes, but these are few. There are modest houses for the peons, or labourers, and in each large pasture there is commonly a hut or small house for the peons whose work is to look after the fences and animals in that pasture.

Agriculture in Argentina, as elsewhere, is subject to natural drawbacks. Late frosts in certain districts cause serious damage to young crops. At intervals there are droughts which parch the growing crops and kill some of the cattle.

The northern part of the country is pestered by locust swarms, which devour everything green in their path. The locust is most destructive in the jumping stage of its life. At about 45 days old

it changes from the jumping to the flying stage. Its full term of life is about seven months, when it settles on the ground, and bores a hole to insert its body and lay its eggs. The jumping locusts as well as the nests are destroyed by burning.

Actually, it is quite a scene to see the jumping locusts being driven along a sort of encased road which has been specially prepared with zinc sheeting about a foot and a half high, towards deep trenches where the locusts are burned. Sometimes the area covered by the insects is enormous and it is really impressive to see them advancing.

CHARACTERISTICS OF THE COUNTRY.

The best types of soils are found in the province of Buenos Aires, and the most regular rainfall. The area of the province is about half that of France, nearly all of it fertile soil. It is mostly alluvial, and was doubtless laid by the great rivers before the land was lifted above the sea. It is singularly free from watercourses. In many parts of the province one could drive a plough for ten or twenty miles without encountering either tree, stone, marsh, or watercourse. The rainfall is so nicely proportioned to the capacity of the soil that there is little to run off. There is not enough rain fully to saturate the earth, and drought is the bugbear, as it is of other parts of Argentina. Alfalfa is a success everywhere, but it thrives best in the west, where the subsoil is sandy, and South of Cordoba and Santa Fé.

Entre Rios has very rich soil. Undulating rather than flat, it is thinly covered with rather small trees. It is a good sheep country, a land where perennial grasses are not much seen and those hard and coarse. The nutritious grasses are mostly annuals, and annual clovers abound.

Corrientes, north of Entre Rios, has a hotter climate and a low surface, with much marsh land and subtropical forests and palms. Unimproved native cattle are raised in the North in herds of 500 to 15,000 head and are slaughtered to make salt beef. In the South, upon finer pasture, improved breeds of cattle exist in large herds, and are sent to other districts for fattening. The Merino and crossed Romney sheep upon these pastures produce some of the best wool.

Beyond the River Paraná lies the Chaco, an immense region of timber and open glades, with some agriculture, but little live-stock. It grows good cotton, oranges, and tropical products. Southward, from Santa Fé, are areas of maize lands.

SMALL FARMING.

Lands are constantly being subdivided into farms or "chacras" and sold to farmers or the so-called chacareros. These farms are devoted mainly to potatoes, wheat, oats, flaxseed, or to peaches and other fruits near the cities. Estancieros often lease lands to the chacareros, usually for wheat growing. This withdraws the land from stock growing for from three to five years, when it is sown to alfalfa and returned to stock again, while the colonist moves on to develop another piece of land from the wild camp to wheat, and later, to alfalfa.

ARGENTINE PATAGONIA.

To the south of Buenos Aires province and the Rio Negro is the vast region known to English people as Patagonia, but to the Argentines as the Gobernaciones (Territories) of Rio Negro, Chubut and Santa Cruz. The name arises from the nickname "Patagones" or big feet, applied by early Spanish explorers to the clumsily shod aborigines of the extreme south.

The immense territory of Rio Negro is not heavily stocked with sheep, but there are estancias along the rivers and in the west along the mountains. Irrigation will transform this region.

Farther south comes Chubut, of which the west is mountainous and the east practically a desert, covered thinly with shrubs, with a small amount of nutritious grass under and between the shrubs. It is almost too poor to pay to fence and stock, yet this is being done on a considerable scale. The wools of Chubut, while very good, are often heavy with sand, owing to the nature of the soil and the furious winds of the Patagonian region.

South of Chubut and north of the Magellan Territory (Chile) is the Argentine territory of Santa Cruz. This vast region is not yet fully stocked with sheep. Its south and west are well grassed, its north and east are semi-desert, yet this region is capable of carrying about 1,200 sheep to the league of about 6,250 acres.

The island of Tierra del Fuego, one-half of which is Chilean, has a rich, black soil, often inclined to be peaty, with a usually abundant rainfall and not enough snow to do harm. It is covered with good, close-set, nutritious forage plants, white clover, redtop, and many similar grasses. The sheep are Romney, Lincoln, Corriedales (New Zealand), a cross between Lincoln and Merino. Very good but rather coarse wools come from the region along the Straits of Magellan. Wild dogs and a few foxes are the sole enemies. Owing to violent winds and cold summers there is little or no agriculture.

The frigorifico plants in Argentine Patagonia are: Armour de la Plata, at Santa Cruz; Corp. Argentina de Productores de Carne, at Puerto Deseado and Rio Grande (Tierra del Fuego); Swift de la Plata, at Rio Gallegos and San Julian.

According to the 1945 figures there were 5,500,000 head of sheep in Chubut, 8,500,000 in Santa Cruz, 850,000 in Argentine Tierra del Fuego, 1,000,000 in Neuquén, and 2,710,000 in Rio Negro. Output of wool averages 50,400 tons per annum.

Information for Passengers.

The summer heat (although not really tropical) is considerably above that of Northern Europe, but in the City of Buenos Aires European dress is rigorously adopted and one can only contrive to wear as light underclothing as is procurable. The lightest possible pure-wool underclothing is to be recommended, but many people wear the cheaper "Egyptian" cotton garments, which are quite comfortable and procurable in Buenos Aires at reasonable prices. It is not really necessary to incur any considerable expense in the way of outfit, but it would be advisable to obtain as many suits as is convenient. But even these can be procured in Buenos Aires at not more than about £15/25. Suits, for summer wear, should, of course, be as light as possible, but whites are *not worn*, though Palm Beach types are very popular. In offices, alpaca coats are worn to a large extent during business hours.

Evening dress is as in Europe—whites for the younger people—but the dinner-jacket or "smoking" is in more general use. For the winter, warm clothing would be required and a good heavy overcoat and also a waterproof. Thick

woollens—expensive in Buenos Aires—should be taken out, but it is not everyone who finds the heaviest necessary. Although not quite as cold as our regions, it is almost as cold from May to August, when it is usually damp, windy, or frosty. The weather is sometimes changeable in September and October, when cold spells and frosts are not unusual.

For the voyage out, if travelling second class, there is no rigorous etiquette, and ordinary sporting clothes, such as can be used later at the Sports Club in Buenos Aires, would do for deck wear.

Suitable boarding house accommodation can be had in Buenos Aires at between 300/350 pesos per month, either in boarding houses proper or with English or other European families. All large foreign colonies have their sporting and social clubs.

It is advisable to restrict luggage to a minimum, especially if the visitor is continuing his tour to other parts of South America. Luggage should be insured owing to the risk involved in transference at some ports.

A passport is essential for entering Argentina. It should be examined by the Passport Office, 2, Queen Anne's Gate Buildings, London, S.W.1, where it will be renewed and endorsed if necessary and an exit permit from the U.K. granted. It should then be presented to the Argentine Consulate General, River Plate House, 12, South Place, E.C.2, or to one of the Vice-Consulates in the Provinces for a visa. A medical certificate of vaccination within the previous twelve months is absolutely essential for persons other than tourists, and should be kept with the passport for presentation at Buenos Aires. Should the visitor intend visiting other Republics he should obtain all the necessary visas before leaving London. A great deal of time and trouble will thus be saved. Travellers passing through Argentina to other countries should obtain tourist rather than transit visas.

There are excellent fast steamship services between Great Britain and the River Plate, operated by Royal Mail Lines, Ltd. For particulars apply to Royal Mail Lines, Ltd., Royal Mail House, Leadenhall Street, London, E.C.3, or to any of the agents listed on pages vi and vii.

The cargo boats of Houlder Brothers & Co., Ltd., also carry up to twelve passengers. Inquiries should be made at 53, Leadenhall Street, E.C.3.

The normal time for the voyage is 16 to 21 days. Passages, luggage facilities, and passport regulations can be arranged through any of the well-known travel agencies. An Argentine Government embarkation tax of 10 per cent. is levied on all fares of the first, second or intermediate classes. In the case of return tickets where the stay in the country is more than 60 days the tax is levied on the single fare only. Passengers who do not stay over 60 days are exempt. This also applies to return tickets bought abroad, the tax being collected in Argentina from the passenger direct.

Before leaving England a suitable supply of Argentine currency might be obtained. Traveller's cheques can, however, be cashed at all the local banks and a small supply of paper currency can usually be obtained on board. The Bank of London and South America maintains branches at Buenos Aires and sub-offices at all important provincial towns. It might be convenient to arrange a drawing account, or take out a letter of credit at the London offices of this bank. The circulating currency is the paper peso and exchange rates are quoted in this currency.

On arrival at Buenos Aires the usual medical and passport inspection takes place before disembarkation. Transatlantic vessels usually berth alongside a customs shed. Arrangements for transport of luggage can be made with representatives of one of the carrying agencies who meet the ships on arrival or sometimes board the ship the previous night at Montevideo. Reliable firms for this work are Expreso Villalonga and Expreso Furlong. Arrangements can be made for luggage to be cleared through the Customs and taken direct to the hotel. The charges for these services vary, according to size of package and distance to be carried.

Passengers arriving from abroad and disembarking on the North Basin are now required, before leaving the ship, to fill in a printed form in duplicate giving precise details of their luggage. Clothing, articles of domestic use, personal jewellery, and specific quantities of "smokes," may be admitted free. Passengers' personal clothing and effects must have been used, all new articles being liable to the payment of duty. The details are set out in "Baggage Regulations for Argentine Republic," a leaflet published by Royal Mail Lines, Ltd.

The introduction of merchandise in packages declared as baggage is prohibited. Merchandise which it is proposed to re-ship, such as samples, motor cars, aeroplanes, scientific instruments, etc., may be admitted for a maximum period of six months on provision of a suitable guarantee for the custom duties applicable in each case. In such cases, the passenger is required, apart from such declaration as he makes on board, to lodge a petition with the customs authorities on stamped paper to the value of \$2 paper to the effect that he intends to reship such merchandise within a period of 180 days.

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NOTE.—Intending passengers or immigrants are strongly advised to consult the nearest Argentine Consul.

Guidance for Commercial Travellers.

The business district of Buenos Aires is comparatively limited, and as a general rule business houses specialising in particular trades are congregated in restricted areas. Conveyances in the city are good, but owing to the narrowness of the streets, serious congestion occurs during business hours.

Trams, buses and underground railways maintain good services, while taxis are modern, plentiful, and comparatively inexpensive. The flat rate for public conveyances is 10 cents for short distances; taxi fares are 50 cents for the first 700 metres, and 10 cents for every 200 metres thereafter. Travelling expenses while in Buenos Aires need not, therefore, be excessive.

Business hours of commercial offices are normally from 9 a.m. to noon and from 2 p.m. to 6 p.m. Government business is usually transacted in the afternoon, and it is inadvisable to visit Government offices before midday. The Commercial department of the British Embassy is open to the public from 10 a.m. to noon and from 2 p.m. to 5 p.m., and can be telephoned between 9 a.m. and 6 p.m.

Argentina speaks Spanish, with variations of pronunciation and vocabulary compared with pure Castilian. A knowledge of Spanish is of great advantage but in its absence, French or Italian will be of value. English is spoken to a considerable extent in Argentina, but to a lesser degree amongst the commercial class. Of late, English-

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teaching Institutes have interested the Argentines in learning the language. All the same, a business visitor who does not possess at least a slight acquaintance with the Spanish language is labouring under a severe handicap. Interpreters can be obtained locally, their charges averaging \$25 pesos per day. This expedient, however, is unsatisfactory, particularly when technical matters are being discussed. It should be noted that in Argentina technical terms are frequently of local invention and peculiar usage.

Commercial travellers doing business in the City of Buenos Aires are exempt from payment of a licence fee, with the exception of those dealing in jewellery and alcohol. Local regulations governing licence fees are in force in the various provinces, and a separate enquiry must therefore be made of the authorities of each province where it is intended to do business.

A commercial visitor to the Argentine should be well supplied with samples (where the goods are suitable), and particularly with prices and discounts. He should also be prepared to answer questions regarding packing, shipping, freight rates, etc. If it is intended that he should sign contracts, book orders or enter into similar transactions, he should be provided with a Power of Attorney. The Power, to be valid, must be drawn up in Spanish and legalized by an Argentine Consular officer. This document is particularly necessary if an agent is to be appointed. On finding a suitable representative a contract should be drawn up on stamped paper, preferably with the assistance of a local lawyer.

Samples and similar goods should be carried in separate packages and must be declared on board previous to the vessel's arrival in port. The necessary forms for these formalities may be obtained from the ship's purser. Where large quantities of merchandise are concerned it is advisable to arrange for clearance through a customs house agent (known as a "despachante") who specialises in this work. Clearance usually takes six or seven days. Passengers proceeding to Chile, Uruguay, Bolivia, Brazil and Paraguay may arrange for their baggage to be forwarded through Argentina in bond, i.e., *entransito*.

On leaving Argentina for other destinations in South America, care should be taken that passports are in order. If all the necessary visas have not been obtained in London they must be applied for locally at the respective consulates. Visas for Brazil are usually valid for one visit only. If a return trip is made, therefore, an additional visa is necessary. Transit to Chile is by train over the San Martín, Transandine and Chilean State Railway systems (see "Transandine Journey"); or *via* Bariloche (Lake District); and also by air.

Montevideo (Uruguay) is reached by river steamer from Buenos Aires at 10 o'clock every night, arriving in time for breakfast, or by daily air services. Passengers proceeding to Uruguay from Argentina require a Uruguayan visa unless they have a Cedula de Identidad over two years old. It should, however, be noted that in the event of the traveller wishing to return to Argentina, he should, unless in possession of an Argentine Certificate of Identity (Cedula de Identidad), arrange before departure for his passport to be endorsed

by the Argentine Immigration Authorities at Buenos Aires. Passengers for Rio de Janeiro or Santos (*en route* for São Paulo) can travel by any of the transatlantic steamers, by air, or by rail.

Transit to Bolivia is made by railway (State railway) or by air.

The journey to Paraguay can be made by railway (F. Lacroze station) *via* Posadas and Villa Encarnacion, by boat of Compania Dodero and by air.

The probable cost of a short visit to the Argentine depends on the type of hotel accommodation, entertainment, amusements, etc., involved, but £250 would be a reasonable sum to cover the ordinary expenditure of a month's visit to Buenos Aires.

AN ARGENTINE CALENDAR.

- 1515. Rio de la Plata entered by Juan Diaz de Solis.
- 1520. Mouth of the Rio de la Plata explored by Magellan.
- 1526. First settlement founded by Sebastian Cabot.
- 1536. First city of Buenos Aires founded by Pedro de Mendoza.
- 1573. City of Sante Fé founded by Juan de Garay.
- 1580. Buenos Aires founded for the second time by Juan de Garay.
- 1610. First arrival of Jesuit missionaries.
- 1618. Province of Rio de la Plata officially instituted with separate Governor.
- 1726. War between Brazil and Buenos Aires.
- 1735. Jesuits expelled from Rio de la Plata.
- 1776. Establishment of the Vice-Royalty of Buenos Aires.
- 1801. Foundation of the first River Plate newspaper.
- 1806. First British expedition to the River Plate, commanded by General Beresford.
- 1807. General Whitelocke's expedition against Buenos Aires results in failure.
- 1810. Independence declared on May 25. First merino sheep imported.
- 1812. San Martin lands in the Rio de la Plata. General Belgrano gains a victory over the Spaniards near Tucumán.
- 1814. Argentina divided into seven provinces.
- 1816. Formal Declaration of Independence made at Tucumán, 9th July.
- 1817. San Martin leads the army of liberation across the Andes to Chile.
- 1824. Arrival of first steamship.
- 1825. Federated Constitution decreed. First Southdown sheep imported.
- 1825. Recognition of Argentine Independence by George Canning.
- 1826. Rivadavia named first President of Argentina.
- 1829. Juan Manuel de Rosas created Dictator of the Republic.
- 1838. Buenos Aires blockaded by the French Fleet.
- 1840. First Lincoln sheep imported.
- 1842. Spanish recognition of Independence of Argentina.
- 1845. Combined British and French squadrons ascend the River Plate. Blockade of Buenos Aires by these forces until 1847.
- 1848. First Shorthorn bull imported.
- 1849. Rosas declares war on Brazil.
- 1850. Royal Mail Steam Packet Co. began its mail service.
- 1851. Rosas defeated.
- 1853. Federal Constitution drawn up. Urquiza elected President.
- 1857. Construction of Western Railway begun.
- 1861. The Mendoza earthquake. Bartolomé Mitre elected President.
- 1863. Construction of Central Argentine Railway begun.
- 1864. Construction of Buenos Aires Southern Railway begun.
- 1865. War with Paraguay. Establishment of the Welsh colony at Chubut.
- 1877. First experimental cargo of frozen meat.
- 1878-9. General Julio Roca finally subdues Indian tribes.
- 1882. First frigorífico constructed.
- 1885. Stock Exchange founded.
- 1897. First motor-car introduced.
- 1912. British Society founded at Buenos Aires.
- 1913. British Chamber of Commerce formed.
- 1932. Andine volcanic eruptions.
- 1936. Fourth Centenary of Buenos Aires. Visit of President Roosevelt.
- 1939. XI Universal Postal Congress at Buenos Aires.
- 1947. British Railways in Argentina bought.

ARGENTINE EMBASSY AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London	Ambassador Extraordinary and Plenipotentiary	Sr. Carlos A. Hogan.
(9, Wilton Crescent, S.W.1)	Naval Attaché	Adm. Victorio Malatesta.
	Counsellor	Gervasio Videla Dorna.
	Counsellor	Enrique Mendez Puig.
	Counsellor	Jorge Nicolini.
	Counsellor (Economic)	Anselmo Viacava.
	Counsellor (Economic)	Ramon Meira Serantes.
	Second Secretary	Enrique Quintana.
	Third Secretary	Patricio Perez Quesada.
	Attaché (Agric.)	Domingo Derisi.
	Attaché (Labour)	Angel P. Bottegoni.
	Attaché (Labour)	Celestino Espina.
	Attaché (Cultural)	Pedro Newborn.
	Attaché	Pascual Russo.
London	Consul	Adolfo Bollini.
12, South Place, E.C.2		
	Consul	Elzear Mouret.
Southampton	Consul	Olegario Arbide.
Glasgow	Vice-Consul	Perez Colman.

BRITISH EMBASSY AND CONSULATES IN ARGENTINA.

The letter (L) denotes that the Consular Officer has authority to register *lex loci* marriages.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICTS.
Buenos Aires ..	Ambassador Extraordinary and Plenipotentiary	Sir John Balfour, K.C.M.G.	Argentine Republic with the exception of the provinces and territories below.
	Counsellor	G. P. Labonchere.	
	First Secy., H. of Chancery ..	J. P. E. C. Henniker-Major, M.C.	
	Minister (Comm.)	E. J. Joint, C.M.G., O.B.E., M.C.	
	Counsellor (Comm.)	W. G. R. Howell, O.B.E.	
	1st Secy. (Comm.)	I. F. S. Vincent, M.B.E.	
	2nd Secy. (Comm.)	A. P. Robinson.	
	1st Secy. (Labour)	E. J. Toogood.	
Buenos Aires ..	Consul-General	J. F. R. Vaughan-Russell	
	Consul	D. F. Muirhead ..	
	Vice-Consul	L. J. Dawson ..	
	Vice-Consul	B. Kelly ..	
	Pro-Consul	A. C. A. Spiller ..	
San Julian ..	Vice-Consul	J. Scott ..	
Santa Cruz ..	Vice-Consul	—	
Bahia Blanca ..	(L) Vice-Consul	A. F. Bideleux ..	
Gallegos ..	(L) Vice-Consul (Act.) ..	G. T. Rae ..	
La Plata ..	Vice-Consul	W. W. Puleston, M.B.E.	
	Pro-Consul	O. Johnson ..	Provinces of Santa Fé, Córdoba, Santiago de Estero, Tucumán, La Rioja, Catamarca, Salta and Jujuy, with the territories of Formosa Chaco and Los Andes.
Mendoza ..	(L) Vice-Consul	R. I. Walker ..	
Trelew ..	(L) Vice-Consul (Act.) ..	E. F. Edmunds ..	
Comodoro Rivadavia ..	Vice-Consul	W. Charles ..	
Mar del Plata ..	Vice-Consul (Act.) ..	G. A. Flint ..	
Puerto Deseado ..	Vice-Consul	H. Bateman. ..	
Río Grande ..	Vice-Consul	G. P. Bridges ..	
Concordia ..	Vice-Consul	J. A. Tait ..	
Rosario ..	(L) Consul	E. N. Dempster, O.B.E. ..	
	Pro-Consul	L. J. Hbbert ..	
Santa Fé ..	Vice-Consul	J. N. Macintosh ..	
Tucumán ..	Vice-Consul	Vacant ..	

BOLIVIA

Means of Approach :—See “Journeys from the Coast.” In addition : From the Atlantic Ocean Bolivia may be reached by steamers from Pará up the Amazon and Madeira Rivers and the Madeira-Mamoré Railway and *via* Villa Bella (2,152 miles).

Air Service :—Panagra runs services to all neighbouring countries—there are 2 or 3 planes in and out every week. Braniff Airways flies from Lima to La Paz and Rio de Janeiro.

The Bolivian Air Force (ETA) is authorised to carry commercial passengers and cargo.

Lloyd Aereo Boliviano (LAB), now leased to Pan American Airways, connects all interior towns with frequent services. The following are the most important :—

Cochabamba, La Paz, direct, or Cochabamba, Oruro, La Paz.

Cochabamba, Santa Cruz, Puerto Suarez, 600 miles. Connection is made at Corumbá (Brazil), opposite Puerto Suarez, with the Panair do Brasil to São Paulo and Rio de Janeiro.

Cochabamba, Trinidad, Riberalta, Cobija, 650 miles. At Riberalta there is a branch service to Guayamerin.

La Paz, Apolo, 120 miles.



THE BOLIVIAN RAILWAY SYSTEM AND THE ROUTES FROM THE PACIFIC COAST.

La Paz may be described as the highest capital in the world, although Sucre is in the legal sense the capital of the country. It was founded on October the 20th, 1548. La Paz lies in a natural basin two miles wide and 1,500 ft. deep, at an elevation of 12,400 ft. above sea-level. It has about 350,000 inhabitants. The climate is cool (mean annual temperature 50° Fahr.) and the air thin, but it rarely snows. The temperature varies widely during the day. At first the visitor will probably experience some slight discomfort from the rarefied air. Moderate exercise is advised for a short time, and the scantiness of breath will disappear. Precautions should be taken against both heat and cold.

There is little level ground; the gradients are often steep and some of the streets run well up the wall of the "alto." All the streets in the centre of the town are well paved, and there are motor roads to the Alto and Obrajes. The Prado, one part of which is known as the Avenida Arce, and the other as Avenida 16 de Julio, is a wide avenue connecting the business part of the city with the residential quarter of Sopocachi. It is bordered by attractive residences.

The Plaza Murillo, the centre of the city's life, is a small park. Facing it are the National Palace, the Congress Building, the cathedral, and the leading hotels. From the north-west corner of the plaza start Calles Comercio and Socabaya, two of the most important business streets of the city. Other business streets are: Calle Potosi, Mercado, Ayacucho, and Loayza. Several wide avenues have been built recently.

Electric trams and omnibuses run throughout the city, and electricity is used for lighting and heating. There is an electric railway and a road from the centre of the city to Alto, the heights above La Paz. The airport for La Paz is at Alto. Here too, is an 18-hole golf course, the highest in the world.

The train for La Paz stops at El Alto, a village on the western edge of the canyon, before descending into the city below. There is a magnificent view here of the snow-capped peaks of Illampu, Illimani, and Huayna-Potosi. The town itself has an exotic charm for the visitor, with its steep streets, gay flowers, attractive residences, and the harsh, brilliant colours of Cholo and Indian costumes.

There are some notable buildings. The Cathedral is now complete after a century of construction. The oldest church is San Francisco, built in 1547. The pre-Incan Palace of Tiahuanaco was built from the ruins of the old city, 60 miles away.

The most picturesque suburb is Obrajes, 6 miles down the valley by motor along the Chuquiaguillo. It is 1,000 feet below the city; the climate is warmer and the flowers even more abundant.

Hotels.	Addresses.	Cables.	Beds.	Per day, en pension.
Sucre Palace Hotel. .	Av. 16 de Julio	Sucre Palace	300	Bs. 350
Gran Hotel Paris . .	Plaza Murillo	Granparis	180	Bs. 250

Reservations should be made by wire. There are several boarding houses. There is an Anglo-American Club (no beds), for English-speaking transient passengers. Call on the Secretary. Suppers at Victor, Corso, and Bomboniere restaurants, and dancing at the Boite Embassy of the Sucre Palace Hotel and at Boite Marroco.

Automobiles are hired at Bs. 80 an hour. Short trips in the city, Bs. 10.

Excursions :—(1) An afternoon drive down the valley. The setting sun tints Illimani and the surrounding mountains with glorious hues, against which the pinnacles of the crags and rocks stand out sharply.

(2) To Alto La Paz, thence to Guaqui (on Lake Titicaca), by road or rail. About 10 miles from the lake are the ruins of Tiahuanaco, surmised to be about 3,000 years old.

(3) By train to Hichuloma (54 kilom., 4 hours). Climbing steadily at first through rather barren country the line reaches the summit of La Cumbre (15,250 ft.). Many grades are as steep as 1 in 17. Descending, there are delightful views. Rail head at Hichuloma stands at 10,650 ft. This railway is to be extended to Coroico and Rurrenabaque on the Beni River. A short mule ride gives a good idea of the Yungas (tropical vegetation, fruits, etc.). It is now possible to travel by motor car from La Paz to the Yungas. A road has been built as far as Chulumani, which can be reached in about 7 hours.

Rail:—

To Arica (276 miles), by Arica-La Paz Railway, weekly, Thursday, 17 hours. The train has sleepers.

To Antofagasta (726 miles), by Antofagasta and Bolivia Railway, Tuesday and Friday, 14.00; reaches Oruro same day, 20.30, leaving at 21.00. Leaves Rio Mulatto, Wednesday and Saturday, 1.55; arrives Uyuni 4.20, leaves 5.15 (connection to Buenos Aires, Saturday 4.50); leaves Ollague, 9.50; reaches Antofagasta, 19.39.

To Mollendo (511 miles), by Guaqui-La Paz Railway, Navigation Lake Titicaca, Southern Railways of Peru, weekly, Fridays, 46 hours.

To Buenos Aires, International trains, Fridays and Sundays (first-class single with sleeping berth). Leaves La Paz, Friday, 2.00 p.m. Reaches Buenos Aires on Monday, 18.45, passing Uyuni on Saturday, 4.50 a.m. Leaves La Paz Sunday, 2 p.m.; reaches Buenos Aires, Thursday noon.

Train schedules are subject to alteration.

Addresses:—

British Embassy and Consulate, Av. 16 de Julio (Edif. "La Razon").

United States Embassy, Plaza Abaroa.

U.S. Consulate, Avenida General Camacho.

Travellers Aid Bureau, Calle Comercio

Cables: West Coast of America Telegraph Co., Ltd. (British), Avenida Mariscal de Santa Cruz 281; All America Cables & Radio, Inc., Calle Socabaya 226.

Sucre, the legal capital of the Republic and the seat of the judiciary, the University and the Archbishop, is 318 miles south-east of La Paz. It is regarded as the most handsome city in the country. There is a rail-car line from Potosí (105 miles), and an excellent motor road. The altitude is 8,532 ft., the climate is mild (mean temperature 61° F., but sometimes 75° in November-December and 45° in June). The population is 32,000 including Indians and Cholos. A road is being built to Lagunillas.

The best buildings are the Government Palace, Legislative Palace, Santo Domingo (Palace of Justice), Cathedral, Consistorial building, and Junín College. The University was founded in 1624.

Rail Cars leave Potosí on Thursday and Saturday, 8.45 and 13.00, arriving Sucre at 12.45 and 18.40. Leave Sucre on Mondays and Thursdays, 14.00, arriving Potosí at 20.30. Other local rail-cars nearly every day.

Hotels:—Central; Londres.

OTHER TOWNS.

Cochabamba, population, 76,500, is an important agricultural centre. It is the second city of the Republic and the distributing centre for a number of tributary towns in the valleys of the Quillacollo, Sacaba, and Punata. It has fine buildings, including the Government Palace, the Law Courts, the Town Hall, the Cathedral, and the University. There are hospitals and an American Institute. It is connected by rail with Oruro (131 miles). The altitude is about 8,400 ft.; the climate is mild and healthy; average temperature 66° Fahr. Fruit and flowers grow in profusion. A motor road is reported open to La Paz (285 miles), and a road is being built to Santa Cruz. The Angostura Dam across the Tamborada river is 12 miles to the east.

A railway runs through the Punata Valley to Arani, 60 kilometres, and there is an electrified line to Vinto *via* Quillacollo. Four trains a week run the very picturesque route between Cochabamba and Oruro (9 hours) and La Paz (14 hours).

Hotels:—Gran Hotel Cochabamba, Ambassador, Continental. Bs. 150—250 per day.

Corocoro, 69 miles from La Paz, near Desaguadero River, at the chilly altitude of 13,100 feet, has a population of 4,500. The most important copper mining field in Bolivia, it is reached from La Paz by the Arica and La Paz Railway or by automobile.

Hotel: Grand Hotel, Corocoro.

Coroico, in the Department of La Paz, 80 miles north-east of La Paz, is reached from the capital by trail *via* Coripata. Population, 1,500; altitude, 6,500 feet. It stands in a rich agricultural region producing coffee, cocoa, sugar, rice, gold, and fruits, and will probably become important when the railway and highway from La Paz through the Yungas region reach it.

Tourists who want to see the Yungas should stay at the semi-tropical town of **Chulumani**, where there is an excellent hotel.

Gaiba, 1,500 miles up the Paraguay River, and 550 feet above sea-level, is a port in Eastern Bolivia. Gaiba is reached by small craft from Corumbá (100 miles) connecting with the regular Argentine river steamers. Rail may be taken at Santos for Porto Esperança, whence there is a river service to Corumbá. A wireless station has been installed.

Guaqui, terminus of the Guaqui-La Paz railway (61 miles), is on Lake Titicaca, near the mouth of the Desaguadero River. It is the chief port on the Bolivian side and is in regular touch with the Peruvian lake port, Puno. The altitude is 12,500 ft. Tihuanaco (*Hotel Copacabana*) 12 miles away, famous for its pre-Inca ruins, can be reached by train or car. There is a good hotel at the village of San Pedro (*Hotel Tiquina*). At Copacabana, on Lake Titicaca, is a religious shrine for the Virgin of Copacabana, much visited by Catholics from all South America. It is reached by road or by a combination of train and steamer. There is a good hotel.

Daylight trips around the lake are arranged from Guaqui. Steamers leave on Wednesdays for the lake ports of Vilquechico, Moho, Juli, Pomata, Yunguyo and others, returning to Guaqui on Saturday.

Hotel:—Guaqui.

Trains:—Leave La Paz Fridays, 7.30 a.m., arriving Guaqui 11 a.m. Leave Guaqui Friday noon, arriving Puno Friday night in connection with trains to and from Arequipa-Cuzco La Paz.

A motor-rail wagon leaves Challapampa Station (La Paz) daily at 9 a.m. for Guaqui. It returns to La Paz at 5.30 p.m. This is very convenient for those who wish to see the ruins of Tihuanaco.

Oruro, the hub of the Bolivian railway system, is the centre also of the great tin-mining area. Silver, wolfram, and copper are all worked in the district. The population is 48,000, largely Indian, and there are a number of English-speaking mining officials. The altitude is high (12,100 ft.), and the nights are very cold. Antofagasta is distant 575 miles. La Paz (141 miles) can be reached by express train in about 8 hours, by air in 1 hour, or by road. A branch line runs to Cochabamba (131 miles). The Bolivian Power Company, which lights the town and runs its telephone system, has built a large power station at Oruro and is extending its power lines over the area. Road to Independencia (26 miles).

Hotels:—Eden, Repostrero, Firenze. Bs. 70—100 a day.

Cables:—All America Cables & Radio, Inc., Calle Adolfo Mier 581.

Trains:—Daily train, except Monday, between Oruro and La Paz. Dining and sleeping cars.

Arica, Viacha, Oruro:—Leave Arica Mondays 21.20 (Chilean time), arrive Oruro Wednesdays 7.05. Leave Oruro Wednesdays 22.00, arrive Arica Fridays 8.42 (Chilean time).

The Machacamarca-Uncia Railway maintains a daily service of Automotores between Oruro and Uncia except on Thursdays and Sundays, in combination with the International trains of Wednesdays and Saturdays, with transfer in Machacamarca for passengers for Antofagasta and Buenos Aires. The important tin mines of Simon Patino are at Uncia.

Potosí (13,600 ft.), in one of the richest silver, tin, copper and lead departments, has a population of 45,000. Its mineral wealth has been famous since the 16th century. The town is one of the highest in the world. There are numerous buildings of historical interest, such as the Mint, the Government and Municipal Palaces, and the churches. The climate is cold, the temperature rarely rising above 59°. Regular rail-car and motor services run to Sucre (106 miles). La Paz is 375 miles by rail. Potosí is reached from Oruro (235 miles) by Antofagasta and Bolivia Railway to Río Mulato (small hotel), and thence by Bolivia Railway. This branch line from Río Mulato to Potosí, the connection between Potosí and Bolivia's main line railway, rises to a height of 15,800 ft.

Hotels:—Londres, Central, Pensión Baldívieso.

Trains:—Leave La Paz Wednesdays and Saturdays 8.00, arrive Potosí Thursdays and Sundays 7.10. Leave Potosí on Mondays and Thursdays at 22.00, arrive La Paz on Tuesdays and Fridays 22.00. On Friday there is a train from Potosí to Río Mulato to connect with the trains to Antofagasta and Buenos Aires. On Saturday there is a train from Río Mulato to Potosí (9½ hours), taking passengers arriving from the South.

Puerto Suarez, on a bay of the Paraguay River, faces the Brazilian town of Corumbá (11 miles away). It is a Customs post, an important centre for the collection of rubber, coffee and Brazil nuts grown in the Santa Cruz Department, and is reached with difficulty from the western side. Santa Cruz is 390 miles away, and the transit, if not by air, takes 6 days by motor-road under the best conditions. Trains are running over the first 300 kiloms. of the line being built to Santa Cruz. The population is largely Indian. The climate is hot, with cool nights.

Hotel:—Sucre.

Pulacayo, in the Department of Potosí, has one of the largest and most profitable silver mines in the world (Huanchaca). There is a light railway to Uyuni (20 miles), which ascends from 11,800 to 13,700 ft., giving magnificent views over the plateau of volcanoes and snow-covered peaks in the far distance. Population, 8,000; altitude, 13,600 feet.

Riberalta, on the Bení River at its junction with the Madre de Dios, is 125 miles south-west of Villa Bella. It is on the Lloyd Aéreo Boliviano air routes, or can be reached from Villa Murtinho on the Madera-Mamoré Railway by launch *via* Cachuela Esperanza. There is a trade in rubber, nuts, sugar, and hides, and there is a Bolivian Custom House. Population, 4,000. Average temp., 75°F.

Hotel:—Continental.

Santa Cruz de la Sierra (1,500 ft.), almost in the centre of the Republic, is 276 miles east of Cochabamba, on an old trade route to Argentina and Paraguay. It was founded in the 16th century and with better communications will become more important. The climate is hot, and the district is fertile in sugar and coffee. The town is

two miles from the River Pirai and is built chiefly of wood and plaster in the Spanish style. The population is estimated at 30,000. Santa Cruz can be reached (1) from Cochabamba, by a motor road now building; (2) from Sucre, by lorry or car; (3) from Puerto Suarez by cart road or vehicle in dry weather; (4) by mules from Todos Santos or Cuatro Ojos on Mamoré River. Two railway lines are being built, one to Yacuiba on the Argentine frontier and another from Corumbá (Brazil; 385 kiloms. open). A road to the oil-fields is also being built.

Hotels:—Hotel Continental, or the airport hotel for short stay; España.

Sorata, a pretty town of 2,000 inhabitants, 90 miles north of La Paz, is connected with the capital by motor road *via* Achacachi, on the shore of Lake Titicaca. It is a health resort and is historically interesting as the scene of a massacre by Indians in the revolt of 1781. The town lies at the foot of Illampu, the highest mountain peak in Bolivia (22,000 ft.).

Hotel:—Government Tourist Hotel.

Tarija, on the southern plains, is 85 miles east of Tupiza and 85 miles from La Quiaca (Argentina). It stands on the Rio Grande de Tarija, a tributary of the Bermejo, at an altitude of 6,300 ft. The climate is mild and the surrounding region is rich in agriculture and cattle, rubber, asphalt, and quinine. Population, 20,000. It is reached by motor road from Tupiza, but more easily in 6 hours from La Quiaca (Argentina), or Villazón, Bolivia.

The Tarija Valley has yielded fossil remains of prehistoric animals; glyptodons, giant sloths, mastodons, llamas, bears, and wolves.

Hotel:—Savoya.

Trinidad, in Beni Province 6 miles from the Mamoré River, is one of the biggest centres in the flat north-eastern part of the country. It has a hot, mosquito ridden climate, produces cotton, bananas, sugar and cacao, and is a market for cattle. It is reached from Cochabamba (263 miles) by 100 miles of river and a long mule journey, or by aeroplane; from Brazil *via* the Madeira River. A road is being built to Cochabamba and Todos-Santos (the head of navigation upon the Chapare River). Population, 15,000.

Hotel:—America.

Tupiza (9,800 ft.), 140 miles south-east of Potosí, is a centre of the silver, tin, lead, and bismuth mining industries, and is set in a rich agricultural area. Railroads to Jujuy (Arg.), to Oruro and La Paz. It is reached from Tarija by mule back. Population, 1,500. A Custom House has been opened.

Uyuni (12,000 ft.), near the southern edge of the great plateau, is 124 miles north of Tupiza and 125 miles from Potosí. It lies bitterly cold and unprotected on the plain near some salt marshes. Uyuni has 5,000 inhabitants, largely Indian. The market is interesting, as are the droves of llamas used as beasts of burden. The famous Huanchaca silver mine is connected with Uyuni by a private railway. The neighbouring mines are large, and their produce is shipped from Antofagasta. The situation of the town, at the junction of the Antofagasta Railway with a through route to Argentina, makes it important. Custom house.

Hotel:—Uyuni.

Viacha, 18 miles from La Paz, is an important railway junction. The Antofagasta, Arica, Guaqui (for Mollendo) and Bolivia Railway Co.'s systems meet at this point. Population, 2,000.

Hotel :—Arica.

Villa Bella, at the confluence of the Beni and Mamoré Rivers upon the north-eastern frontier, is a Customs post, 1,010 miles from La Paz. Facing it and divided from it by the river is the small Brazilian town, Villa Murtinho, where there is a rail connection with Porto Velho on the Madeira River. It serves a district exceptionally rich in cacao, chicle, and rubber. Population, 500.

Hotel :—Canton.

Yacuiba, on the Argentine frontier, is an old settlement and a trading centre for the Gran Chaco. There is a railway to Embarcación (Argentina, 90 miles) and on to Buenos Aires by State Railway. A line to Villa Montes, (101 kiloms), is now open. It will be extended later to Santa Cruz de la Sierra. At present there are cart roads from Villa Montes to Santa Cruz.

Hotels :—Paris, ; Central.

PHYSICAL FEATURES.

The name **Bolivia** commemorates the services of the Liberator, Simón Bolívar, to the State. Its area is 419,470 square miles, which makes it the fifth largest country in South America.

Bolivia is bounded north and east by Brazil, south by Paraguay and Argentina, and west by Chile and Peru. There is no sea-board. The lofty plateau of Bolivia, covering 6,500 square miles, with an average altitude of 12,000 feet and a breadth of 86 miles, runs between the Cordillera Occidental and the Cordillera Real and falls naturally into two divisions. The northern part is the more inhabited ; the more southern part of the plateau is mainly desert. The mountains of the Eastern Range trend, in the north, to the Amazon watershed, and on the east fall in steep precipices towards the plains. They constitute one of the world's greatest ranges, and the snow-clad peaks of Illampu, Illimani, Sajama, and Chacacomani exceed 21,000 feet.

More than two-thirds of Bolivia, the plains stretching from the Aire and Abuná Rivers in the north to the Chaco in the south, lies actually to the east of the mountains. These fertile plains are rich in agricultural wealth, forest products and oil. Bolivia's problem is how to integrate this area with the mineral-rich, food scarce altiplano in which are concentrated most of her population and all her industries.

There are four distinct climatic zones : (1) The tropical departments of Santa Cruz and Beni, drained by the Amazon ; altitude, between 500 and 2,500 feet ; average temperature, 95° F. (2) The Yungas, or low valley, north of La Paz and Cochabamba, among the spurs of the Cordillera ; altitude, 2,500 to 5,000 feet ; average temperature, 75° F. (3) The Valles, or high valleys ; average temperature, 75° F. (4) The Punas, or high planes ; average temperature, 50° F. Little rain falls upon the western plateaux between April and November, but the rest of the year is wet. There are rains at all seasons in the eastern part of the country, and heavy rains from November to March.

There are three river systems, those of the Amazon, La Plata, and the central plateau. The principal rivers of the first are the Beni and Rio Grande which unite to form the Mamoré, which, in

turn, with the Madre de Dios forms the Madeira. The Rio Grande is the chief Bolivian tributary of the Mamoré; its course of 700 miles is partly navigable by flat-bottomed steamers. Of the Plata system entering the Paraguay River the only Bolivian stream of importance is the Pilcomayo, which, traversing the Chaco region, receives sundry tributaries. Several small rivers discharge into Lakes Titicaca and Poopó.

The rivers are open to vessels of all nations. Of the total network about 12,000 miles are navigable. The Paraguay is navigable for 1,100 miles by steamers of 8 ft. to 10 ft. draught, the Iténez for 1,000 miles, and the Beni for 1,000 miles (6 ft. draught only). Other rivers navigable by light-draught craft are the Pilcomayo, Mamoré, Madre de Dios, Itonamas, Sara, Orton, Bianco, Inambari, Piragua, Pirai, Chapare, Abuná, Yacumá, and Desaguadero.

Lake Titicaca is an inland sea over 4,500 square miles in extent, and 12,500 ft. above sea level. Its greatest length is 139 miles, and greatest width 69 miles. It is connected with Lake Poopó by the Desaguadero River. Poopó is 185 miles south-east of Titicaca, but 505 ft. lower. Its normal area is about 400 square miles. On old maps it is sometimes called Pampa Aullagas.

The **population** is assumed currently at 3,922,000. For each 1,000 inhabitants there are 545 of the indigenous races, 309 mixed races, and 146 of the white races; 80 per cent. of the population lives at an altitude of over 10,000 feet. The Bolivians are remarkable for longevity, and a census showed 1,261 centenarians. Of the foreign population of about 7,500, one-third is Peruvian. The number of British subjects is 300, with some 300 Americans.

GOVERNMENT.

A new Constitution, replacing that of 1880, was promulgated in 1938. It guarantees freedom of religion, of persons, and of education, and forbids slavery; property rights are respected, so long as the property fulfils a social function. Foreigners may be naturalised after a three-year residence. A Bolivian woman does not lose her nationality at marriage. The executive power is vested in the President jointly with members of the Cabinet. The President and Vice-President are elected by popular vote for a term of four years. The President is ineligible for an immediately-following second term of office. He nominates the Cabinet, consisting of 8 Ministers of State. All male citizens over twenty-one, officially registered, who can read and write and have a fixed income, may vote.

The Legislature is composed of Congress, consisting of the Senate, with 3 senators for each department, and the Chamber of Deputies, of whom there are 75. Senators are elected for a term of six years, one-third retiring every two years. Deputies are elected for four years, one-half retiring every two years. Congress meets at La Paz on August 6 each year, to receive the Presidential Message and the Budget proposals.

For administration the Republic is divided into nine departments and one territory, subdivided into provinces, cantons, and sub-cantons. The ruling officials are prefects, sub-prefects, corregidores and alcaldes.

The Departments are : La Paz, Chuquisaca, Oruro, Beni, Santa Cruz, Potos, Tarija, Cochabamba and Pando.

Municipalities are autonomous and control their own revenue and expenditure. The municipal council is elected by popular vote, one-half of the members retiring annually.

The Judiciary consists of a **Supreme Court**, sitting at Sucre, with ten members, who are appointed by Congress for a term of ten years ; a District Court in each Department ; and provincial and local courts.

The language of the educated classes is Spanish, that of the natives Quechua and Aymará.

The State recognizes and supports the Roman Catholic religion, but all beliefs are tolerated. There is an Archbishopric and three Bishoprics, those of La Paz, Cochabamba, and Santa Cruz. There are various missions with schools in which the Indians are taught trades.

PRESIDENT.

Sr. Mamerto Urriolagoitia (1949)

Foreign Affairs	Alberto Saavedro Nogales.
National Defence	Manuel Diez Canseco.
Education	Abraham Valdez.
Government and Justice	Alfredo Mollinedo.
Finance and Statistics	Rafael Parada Suarez.
Public Works and Communications	Alfredo Gutierrez Salgar.
Labour and Social Welfare	Eduardo del Granado.
Economy	José Romero Loza.
Agriculture	Gilberto Cortes Canchia.
Health	Agustin Benavides.

Frontier Disputes : A peace treaty partitioning the constantly disputed Chaco was signed on July 21, 1938. A treaty drawn up in December 1928 between Bolivia and Brazil to settle boundary disputes has been ratified.

AGRICULTURAL AND FOREST PRODUCE.

Cultivation of the soil is carried on mainly by primitive methods, and does not produce enough staple foodstuffs for the country. Only about 451,000 acres are under cultivation. Bolivia has so far lived on her mineral wealth, but the low-lying country could produce all kinds of crops. But because there are no good roads available, it has been cheaper to import these crops from abroad than to produce them locally. The Santa Cruz region is now being rapidly developed. When the road to Cochabamba is open, the Santa Cruz crops will be available on the Altiplano.

Maize is grown largely for local consumption. Attempts are being made to promote the growing of wheat.

Sugar is grown in all the torrid valleys, and rum is distilled. Sugar production is 2,000 m. tons ; annual consumption is 40,000 m. tons. **Coffee** of high quality is cultivated in the Yungas of La Paz, Santa Cruz and parts of Chuquisaca, but export is now very small. **Cacao** is produced chiefly in Santa Cruz, and large regions suitable for the crop remain to be exploited. About 16,000 m. tons of rice is grown in Santa Cruz. Bolivia imports some 11,000 m. tons a year.

The cultivation of **coca** is the principal and most lucrative agricultural industry in the Yungas. It is produced mainly in the Department of La Paz (Nor Yungas, Sur Yungas, and Inquisivi), and less so in Cochabamba. It is said that La Paz alone produces some 3,700 tons a year. Export of coca in 1948—261,358 kilos, value Bs. 1,091,298.

Tobacco is grown for local needs. Good **wines** are produced in Chuquisaca, at Cinti. **Cotton** is fostered under a system of prize-giving, but total production is only about 90,000 lb. Two large textile mills at La Paz consume over 2,000 metric tons. **Vanilla** of good quality is exported.

Export of **Rubber**, once the most important forest product, was 1,860 m. tons, value U.S. \$1,470,000 in 1947. There was none in 1948. The 1948-49 production was estimated at 1,340 m. tons.

Quinine bark from the headwaters of the affluents of the Beni is a product placed on the market under different names, such as "cascarilla," "calisaya," "cinchona," and "quina." Bark stripped from the trunk of the tree is known as "quina tabla," and bark stripped from the branches "quina canuto," or "quill." It is well dried and exported in bundles of about 50 pounds. Export, 1948: quinine and quinine salts—3,718 kilos; quinine bark—4,698 kilos.

The chief obstacles to working **timber** in Bolivia are the lack of transport and the character of the tropical forest. No railway taps the timber country, and many of the native hardwoods are too heavy to be carried in rafts. The forests of the Amazonian region, besides, are so dense and so tangled that it is difficult to penetrate them.

Among the most common woods of eastern Bolivia are cedro (or Spanish cedar), jacaranda, lapacho, laurel, quebracho blanco, urunday, palo santo, palo blanco, mahogany, walnut, ebony, incienso, and the giant carob. Some of these are valuable cabinet woods. Among trees with a high tannin content is the curupay. These woods are generally known by Indian names, and the same tree has different names in as many parts of the country. Some of the native woods, such as the tajibo negro, or "iron tree," are extraordinarily hard, and others, extremely light, like the palo de balsa, are used in making canoes and aeroplanes.

MINERAL RESOURCES.

Mining is the chief industry of the country and minerals form over 90 per cent. of the exports.

In practice, **tin** production is the governing factor in Bolivian trade and accounts for 72 per cent. of the exports. Bolivia is the second tin-producing country in the world, following the Malay Straits Settlements. The deposits are numerous along the Bolivian range of the Andes, but more especially in the spurs westward from the inland range. The four chief districts for tin mining are Potosí, Oruro, La Paz, and Chorólque. The three chief mines are the Llallagua (Patiño group), the Cerro de Potosí (Hochschild group), and Animas (Aramayo group). Lodes are found at altitudes of from 11,000—16,000 ft. in the Cordillera Real, generally in small veins running through various rock formations.

Before the war tin was exported in the form of barilla to England for smelting. The amount exported is controlled by the International

Tin Committee. Exports : 1947—33,789 m. tons, value U.S. \$54,651,000; 1948—37,899 m. tons, value U.S. \$80,183,000.

Some seven millions worth of **silver** has been taken from the Potosí region since the sixteenth century, and the tailings left by past generations of miners are profitably worked near Oruro. The course of prices since 1890 has diverted attention to tin, and the output of silver is much lower than formerly. Exports : 1947—193 m. tons, value U.S. \$4,345,000; 1948—235 m. tons, value U.S. \$5,476,700.

Copper veins of lower grade or in hardly accessible situations are distributed widely in the mountain chain, but it is from Corocoro upon the railway from Arica that the supply is derived. The ore is rich in quality but less economical to work than some Chilean deposits of lower yield. Exports : 1947—6,242 m. tons, value U.S. \$2,706,000; 1948—6,623 m. tons, value U.S. \$3,124,000.

Lead is abundant in the Central Plateau. It has been worked especially in the Potosí district under transport difficulties which have made it less profitable than tin. The discovery is reported from the southern part of Potosí Department of valuable lead ore near the railway. Silver is associated with lead in some of the mines. Exports : 1947—11,310 m. tons, value U.S. \$3,542,000; 1948—25,606 m. tons, value U.S. \$10,093,000.

Bismuth is found in combination with other metals, notably in La Paz and Potosí. It is worked by a large international company, and the production is adjusted to suit the market needs. Exports : 1947—89 m. tons; 1948—35 m. tons.

Antimony and **wolfram** are abundant, and the sulphides of antimony in many instances bear a proportion of gold. Tungsten occurs as ordinary wolframite, and also in association with other valuable metals. Export of antimony : 1947—10,857 m. tons, value U.S. \$4,703,000; 1948—12,260 m. tons, value U.S. \$6,233,000. Export of wolfram : 1947—1,580 m. tons, value U.S. \$2,830,000; 1948—1,491 m. tons, value U.S. \$2,896,000.

Gold occurs in the sands of several rivers, and deposits are known to exist in the Muñecas Province, eastward towards the Amazon, near Tupiza, and in the Acre district of the north. Mining operations have not been remunerative. 88 kilos were exported in 1946; 247 kilos in 1947, and 126 kilos in 1948.

Zinc in the form of sulphides containing a proportion of silver is found especially in Potosí, in the Pulcayo-Huanchaca district, and ore is regularly exported in large quantities. Exports : 1947—14,612 m. tons, value U.S. \$1,950,000; 1948—21,100 m. tons, value U.S. \$2,814,000.

Other mineral exports are sulphur, asbestos, and mercury.

Oil : All wells and refineries are now owned by the government controlled Yacimientos Petrolíferos Fiscales Bolivianos. The most important wells are at Rio Bermejo, near the Argentine frontier. The two other zones are at Sanandita, 45 klms. from Villamontes, and at Camiri, 439 klms. from Sucre, where there are refineries. Their total capacity is estimated at 13,000 barrels a day. Gasoline is pumped from Camiri to Cochabamba and Sucre. Production, (in litres) 1948 : crude oil 67,698; gasoline, 28,040; fuel oil, 14,100. Exports, 1948—15,794 litres of crude oil.

BOLIVIAN LIVESTOCK.

In 1944 it was estimated that there were 2,487,912 cattle, 4,014,316 sheep, and 1,197,000 goats. In 1931 there were 1,882,000 llamas and alpacas, 398,000 pigs, 390,000 horses, 264,000 mules, and 160,000 donkeys.

Some quarter-million wild **cattle** range the Llanos, descendants apparently of Spanish cattle escaped from La Plata. The grasses and soil of the eastern part of the country would make valuable grazing land. The bullocks are light and yield about 3 cwt. of beef. There is a small export of hides.

Sheep are kept in small flocks in the hills, but are not carefully tended. Dried and salted mutton or chalonga is considered a delicacy.

Llamas serve as pack animals and are sheared at intervals of two to five years. They yield about five pounds per head of wool, which is used incidentally to make tether ropes for mules. They carry hundredweight loads 12 to 14 miles a day.

The valuable wool-bearing animal, the **alpaca**, belongs to the same family as the llama and the **vicuña**, but its legs are shorter than those of the llama. The alpaca flourishes in the region about Lake Titicaca and the Province of Carangas in the Department of Oruro. The centres of the alpaca wool trade are Charaña and Puerto Acosta. The former town is on the Arica-La Paz Railway. Puerto Acosta is on Lake Titicaca.

The export of alpaca, llama, and sheep wool is now small.

The Fur Trade :—The principal **fur-bearing** animals in Bolivia are the vicuña, chinchilla, and fox. The vicuña, a wild member of the family to which the llama and alpaca belong, is found among the mountains throughout the plateau country, though in diminishing numbers. It is much smaller than either the llama or alpaca and has a fine, silky wool of a tawny colour. Indians use its skin to make "colchas" or rugs. Uyuni is the largest market for this and other classes of furs. Export of vicuna skins is about 450 metric tons a year.

The chinchilla is found in the more remote parts of the Cordillera Occidental, from the Atacama country in the south up to the Province of Pacajes. Most of them, however, live among the rocks in the region of Mount Tatasabaya, in the Province of Carangas. A chinchilla farm has been established with British capital at Champuyo, near Uyuni.

The chinchillon is smaller than the chinchilla, but its fur is similar to the touch and has the same bluish-grey colour, though shorter than the fur of the chinchilla.

The red fox is found in many parts of Bolivia, and numbers of the skins are sold in La Paz.

INDUSTRIAL DEVELOPMENT.

Manufacturing industries are in their infancy, and no immediate progress is likely in the near future. La Paz has nearly all the manufacturing plants in the country. Their products include cement, flour, soap and candles, leather goods, cotton textiles, paper and paper boxes, furniture, bakery products, alcohol, beer, mineral

water, mosaics, glass, candy, and macaroni. Matches are a State monopoly. The edible oil industry produces about 500 tons a year from Brazil nuts, peanuts, and sunflower seeds. The total production in each case is small and aims only to supply the local demand. The Government is "protecting" industries.

The cement plant at Viacha, near La Paz, produces about 40,000 metric tons a year. The cotton-textile mill, which began operating in 1929, produces about 12 million metres of cloth a year. Two fairly large woollen mills and one cotton mill are in operation in La Paz. Ten weaving and knitting factories use imported rayon yarn, alone or in mixtures. There are also several flour mills and cigarette factories at La Paz, Cochabamba and Sucre.

Fuel : The chief obstacle to the industrial development of Bolivia is the lack of cheap fuel. Coal is not produced, and the cost of importation is high. The Diesel engine is largely used for raising power. Developed water power to a total of 30,000 kws. is reported at Punata, La Paz, Cochabamba, Potosí, and Sucre. The potential is put at 4 million kws. The total production in 1947 was 145,308,000 k.w.h's,

IMPORTS AND EXPORTS.

YEAR.		IMPORTS.		EXPORTS.
		U.S. \$		U.S. \$
1945	.. ..	40,369,843	..	80,431,630
1946	.. ..	51,365,644	..	73,650,220
1947	.. ..	59,557,444	..	81,268,639

The apparent favourable trade balance is much reduced by converting these "nominal" figures into "real values" by adding 20 per cent. to the imports and deducting 25 per cent. from the exports.

PUBLIC DEBT.

(Dec. 31, 1948).

External Debt	.. Bs. 5,830,406,567
Internal Debt	.. Bs. 1,013,911,579

U.S. direct investments in Bolivia are \$26,829,000. British capital quoted on the London Stock Exchange in 1948 was £3,070,817. Average interest was 21.9 per cent. No interest was paid on £1,720,817.

COINAGE AND MEASURES.

Paper notes in denominations of 1, 5, 10, 20, 50, and 100 bolivianos are the chief circulating medium, and there are a few nickel coins. A decree has pegged the boliviano to the dollar at the rate of 46 Bs. to U.S. \$.

The **metric** system is compulsory by law, but the following Spanish measures are employed chiefly in retail trade :—

Lineal.—1 vara = 3 pies = 36 pulgadas = 32.92 in.
Capacity.—Dry : 1 arroba = 6.70 gallons. Liquid : 1 galon = 0.74 gallon.
Weight.—1 libra = 16 onzas = 1.0147 lb. 1 arroba = 25 libras = 25.36 lb.
1 quintal = 100 libras = 101.47 lb.

POSTS AND TELEGRAPHS.

Mails to Bolivia are sent *via* Buenos Aires and Quiaca ; *via* United States ; and by Pacific Steam Navigation Line *via* Panamá.

English postage, 3d. first ounce, 1½d. each ounce after. U.S.A. postage, 3 cents per ounce, or fraction. (Air mail, 35 cents per ½ oz.). Letters by Air Mail from Britain, see p. 30.

Air mail rates (internal) : 20 grammes, Bs. 0.30 ; additional 10 grammes or fraction, Bs. 0.15 ; postal cards, Bs. 0.10.

Packages sent by parcel post with contents exceeding U.S. \$30 (or its equivalent in other currencies) in value should be accompanied by certified consular invoices in order to avoid fines and double charges. Consignee should be informed.

The more remote parts of Bolivia are connected, not by telegraph lines, but by radio. There are 40 stations in service.

All towns are connected by radio and telegraph.

There are several **broadcasting** stations at La Paz and the Interior.

The West Coast of America Telegraph Co., Ltd. (British), and All American Cables & Radio, Inc., provide communications with all parts of the world through their stations at La Paz and Oruro. International radio service is given by the Southern Radio Corporation. For internal communications the Government has a network of radio stations at La Paz, Sucre, Oruro, Potosí, Santa Cruz, Cochabamba, Tariza, Tupiza, Villa Montes, Trinidad, Cobija, Riberalta, Santa Ana, Guayaramerin, Magdalena, Baures, Concepción, Villa Bella, Puerto Suarez, Cachuela de Esperanza, Roboré, Todos Santos, San José, Apolo, Yacuiba, Sanandita, Camiri and Charagua.

An automatic telephone system is operating at La Paz and Oruro.

THE PRESS.

The principal **newspapers** in La Paz are the daily papers "Ultima Hora," "La Razón," and "El Diario." Other leading papers are published at Sucre, Cochabamba, Oruro and Potosí.

PUBLIC HOLIDAYS.

Jan. 1.—New Year's day.

May 1.—Labour day.

May 25.—Sucre Municipal Holiday.

July 16.—La Paz Municipal Holiday.

August 5, 6, and 7.—National Festival.

October 12.—Fiesta de la Raza.

Many Roman Catholic Church festivals are observed.

INLAND NAVIGATION.

The principal obstacles to **navigation** in the Amazonian headwaters consist of bars and "palisadas." During high water these streams eat away their banks, with the result that large trees fall into the river and impede craft. Light-draught boats are needed to clear the channels thus obstructed.

The navigability of these rivers is largely seasonal. This is particularly true of the Acre, by which steamers from Manáos can reach Cobija during several months of the year, but is open for

"batelones" only during much of the dry season. At Concepción on the Beni, the level of the river varies from 8ft. in August to 25 ft. in February.

Most of the launches on the rivers are of 10 to 50 tons burden, and are used for general freight and passenger business as common carriers. The launches burn wood fuel and travel leisurely, stopping wherever there is cargo to load or disembark.

JOURNEYS FROM THE COAST.

There is no seaboard, and access to Bolivia is gained normally through the Pacific ports of Mollendo, Antofagasta, or Arica; or by rail from Buenos Aires. In travelling to La Paz the routes are:

From **Mollendo** (Peru) to Puno on Lake Titicaca by rail, thence by lake steamer to Guaqui (Bolivia), thence to La Paz by rail; 46 hours; rail mileage 394; lake crossing, 112 miles. Baggage allowance, 155 lb. Sufferers from "Siroche" rest at Arequipa.

From **Antofagasta** (Chile) to La Paz by rail, passing through Uyuni and Oruro; 42 hours (719 miles). Those who suffer from mountain sickness usually rest at Calama (6,820 ft.).

From **Arica** (Chile) to La Paz, the shortest route from the coast to the capital. The distance of 276 miles is traversed in 19 hours; the return journey in 17 hours.

From **Buenos Aires** there is through rail connection to La Paz over the Central Argentine Railway to Tucumán, and Central Northern to the frontier at La Quiaca. At Villazon, on the Bolivian side, train is taken for Tupiza and Atocha, where the Bolivia Railway Co.'s system is joined for Uyuni, Oruro, Viacha and La Paz. Mileage, 1,663. Time, 78 hours.

Arica-La Paz International Railway (276 miles).

Leave Arica Mondays 21.20 (Chilean time), arrive La Paz Tuesday 17.25 (19 hours).

Leave La Paz Thursday 14.00, arrive Arica 8.42 (Chilean time), Friday (17 hours).

Mixed passenger and goods trains leave Arica on Monday, 7.10 a.m., arrive Charana, where night is spent, at 20.45 p.m. Leave Charana Tuesday, 8.30 a.m., arrives La Paz 18.10 p.m.

The line from Arica skirts the coast for 6 miles and passes into the Lluta Valley, whose vegetation is in striking contrast with the barrenness of the surrounding hills.

From Kilometre 70 there is a sharp rise of 2,250 metres in 42 kilometres. The line is racked, and the Andean massif has been cut through and tunnelled in many places. At Puquios Station (112 kilom.), the plateau is reached. The altitude here is 3,730 metres. The line runs along the plateau, interrupted only by the Huaylas quebrada, to the bottom of which it descends to rise again rapidly to plateau level. In the distance can be seen the snow-capped heights of Tacora, Putre, Sajama and their fellows. At Kilometre 155 (altitude 4,059 metres) are the famous sulphur deposits. The greatest altitude is reached at Jeneral Lagos (4,260 metres). The frontier station of Visviri is at Kilometre 205, with a custom house. Beyond, the train enters Bolivia and the station of Charana (208 kilom.).

In the Bolivian section the line skirts the Mauri, Desaguaderol and Colorado Rivers, and leads to Viacha, the junction of the several railways running to Antofagasta, Mollendo, and Arica. Objects of interest near Viacha include the baths at Calacoto, the copper works at Corocoro, the hot springs at Comanche, and the ruins of an ancient civilization. The mountain peaks visible include Illimani, Sorata, Huayna-Potosí, Mururata, and many others.

An hour and a half later the train reaches La Paz, at the bottom of a gigantic amphitheatre formed by the surrounding mountains.

There are sleeping and restaurant cars upon the trains between La Paz and Arica.

The trains from Arica to La Paz connect with the vessels of the Pacific Steam Navigation Company, the Compañia Sud Americana de Vapores, Braun and Blanchard, and the Grace Line.

Antofagasta-La Paz.

Leave La Paz Tuesdays and Fridays 14.00, arrive Antofagasta Wednesdays and Saturdays 19.33 (Chilean time).

Leave Antofagasta Tuesdays and Fridays 8.35 (Chilean time), arrive La Paz Wednesdays and Saturdays 17.30.

These trains carry comfortable sleeping cars and dining cars all the way.

The Antofagasta Railway, the most southern of the three lines connecting La Paz with the Pacific coast, passes through magnificent scenery. The line starts at Antofagasta (590 miles north of Valparaíso), a port well served by ocean steamers. The railway is of metre gauge, its coaches are roomy and smooth running, and the journey is now performed without change of carriage.

The line reaches an altitude of 13,000 ft. in 227 miles, and negotiates gradients as steep as one in thirty. It traverses the principal Chilean nitrate district (between El Buitre and Sierra Gorda station). At Calama (149 miles) the barren country ends; pasture lands greet the eye. Calama, 7,400 ft. above the sea, is a useful point at which to stay for a day or two in order to accustom oneself to the mountain air before going higher.

Near Conchi (186 miles) is the Loa Viaduct, crossing the Loa River (336 ft. below) at 10,000 ft. above the sea. The viaduct has six 80-ft. lattice girder spans, with steel trestle supports. (A loop has been built to avoid the Viaduct now.) At San Pedro (197 miles) are large reservoirs constructed at a cost of £1,930,000 to supply fresh snow water to the nitrate fields and ports. Near this point the line skirts the base of the two volcanoes San Pedro and San Pablo. Smoke still issues from the former.

The summit is reached at Ascotán (13,000 ft.), and the line descends to 12,256 ft. at Cebollar, where it flanks a great borax lake, 24 miles long. The Bolivian frontier is crossed at 276 miles from Antofagasta, a short distance beyond Ollagüe station. For the next 108 miles to Uyuni the line maintains an almost uniform level of 12,000 ft.

Uyuni is the take-off for the line to the Huanchaca Company's mines, where large tonnages of low-grade zinc and silver ores are produced. Uyuni is also the junction with the Bolivia Railway Company's branch line of 90 kilometres to Atocha, serving rich

mines. From Atocha there is rail access, *via* Villazón on the Argentine border, to Buenos Aires, a route suffering no interruption from snowstorms.

From Rio Mulato (446 miles) a branch line runs to Potosí (174 kilom.) and Sucre. (Condor 15,705 feet, is the second highest point in the world's railway lines). Near Huari (498 miles) Lake Poopo comes into sight. From Oruro (575 miles) the journey is continued over the leased line of the Bolivia Railway. The scenery in this section ceases to be uninteresting near Viacha. The majestic Illimani comes into view; the Alto station is reached with its fascinating view of La Paz in the basin of the hills.

Mollendo-La Paz (Southern Railway).

La Paz may be reached in comfort from Mollendo (Peru) by the trains of the Southern Railway of Peru. So much of the route as lies in Peruvian territory is detailed elsewhere. The line runs *via* Arequipa to Puno upon Lake Titicaca. Steamer is taken down the lake to Guaqui, on the southern or Bolivian shore, and from that point the journey is by rail (61 miles) over the Guaqui-La Paz Railway.

The lake is the highest navigable water in the world, and is crossed in steamers built in England and brought up in sections from the coast. Baggage and passports are examined by the Bolivian officials before travellers board. The ship sails as soon as the passengers and baggage can be transferred from the train, and the formalities complied with. The state-rooms are as comfortable and well equipped as on the average sea-going passenger ship, but it is uncomfortably cold.

From Guaqui to El Alto the railway follows the broad plateau at an almost even gradient, rising only about 1,000 ft. The first evidence that a city is near is the well-kept golf course near the railway at Alto. Here the steam locomotive is exchanged for a powerful electric motor, and it is only after the precipitous descent is begun that La Paz comes into view, nearly 1,200 ft. below. By a series of circles and loops, traversing a distance of only five miles, the train is brought to the station at the edge of the city.

Buenos Aires-La Paz.

Leave La Paz Fridays 14.00, arrive Buenos Aires Mondays 18.45 (Argentine time). Also Sunday, 14.00, arriving Thursday at noon.

Leave Buenos Aires Wednesdays 10.15 (Argentine time), arrive La Paz Saturdays 17.30. Also Sundays, 17.00, arriving Thursdays, 17.30.

These trains carry sleeping and dining cars direct between La Paz and Tucumán with change in Tucumán.

The through fare, 1st class single with sleeping accommodation, fluctuating with the rate of exchange, can be calculated at £18.

Hand baggage is examined by the Customs officers in the train, and heavier luggage at Buenos Aires and La Paz.

The route gives a view of immensely varied scenery; north-bound the plains of the pampa are succeeded by the sugar fields of Tucumán with the mountains in their rear. The line ascending to the frontier through bare hillsides clad with cacti, passes to the

high plateau with vistas of distant peaks and occasional fertile valleys. Rugged crags and precipices are skirted, flocks of llamas are seen, and the ever-varying colours of a journey across the roof of the world are succeeded by the brilliance of the descent into La Paz.

Information for Passengers.

Foreigners may enter Bolivia (a), to settle permanently, in which case the authorization of the Ministry of Immigration, obtained through a Consul, is indispensable; (b) in transit, with a maximum stay of 30 days; (c) for a specific purpose, in which case the visit is controlled by the Ministry of Immigration; (d) as tourists, to travel through the country for pleasure, ninety days to begin with, but with possibilities of extension.

Applicants for a visa at a Bolivian Consulate must fill the form of application in triplicate and present the Consulate with the following documents: (a) a Certificate of Birth; (b) unexpired passport and four extra photographs, two front and two profile; (c) medical and vaccination (small-pox) certificates; (d) police certificate of good conduct issued by the traveller's local police; (e) proof that the applicant exercised a profession of lawful calling during the last five years. In the case of tourists (a) and (e) can be dispensed with. Tourists must attend personally.

All foreigners entering Bolivia must present passport and documents to the police within 48 hours of arrival. A fine of 20 bolivianos is imposed for each day's delay. On presentation of four photographs and a special stamp obtained at the Bureau of Internal Revenue in Bolivia, the police issue a Certificate of Identity.

Tourists must apply for extension of stay in good time and mention the regions which they propose to visit.

It is strictly forbidden to take either matches or automatic lighters into Bolivia. The cost-of-living index for La Paz at the end of 1948, was 1,247 (1936—100). Clothing and rentals are particularly high.

Tourists in Bolivia receive guidance and information at the Travellers and Foreigners Aid Bureau, Calle Comercio No. 60, La Paz.

Guidance for Commercial Travellers.

The tax payable by commercial travellers in Bolivia is a municipal one, and varies in the 85 different Municipalities. The duration of the licence varies in the different districts. The following table gives particulars for the capitals of Departments. The rates in the smaller places are generally lower.

Town.	Fee in bolivianos according to class.
La Paz	2000, 1000, 500
Cochabamba	2500, 1000, 500
Oruro	200, 100, 50
Santa Cruz	300, 200, 100
Sucre	800, 600, 400
Tarija	300, 200, 100
Tupiza	200, 150, 100
Riberalta	300, 100, —

Samples without value are allowed in free, but they are usually mutilated by the officials. Samples of value are treated as a commercial shipment, must be documented, and a bond for payment of import duties is required from a customs broker or worthy merchant. The bond is cancelled upon re-export within six months, but an extension of 30 days is possible. Re-export can be made through any customs house. Most advertising matter is free, with the exception of blotting paper and metal advertising matter.

A BOLIVIAN CALENDAR.

- 1054-1533. Approximate period of the Empire of the Incas.
- 1525-28. Francisco Pizarro and Diego de Almagro explore the coast.
- 1533. Execution of the Inca Atahualpa.
- 1535. Bolivia invaded by Pizarro.
- 1543. Arrival of first Viceroy.
- 1545. Discovery of the silver mines of Potosí.
- 1546. Rebellion of Gonzalo Pizarro.
- 1573. City of Cochabamba founded.

1721. The Presidency of Quito made part of the Vice-Royalty of New Granada.
 1780. Indian rising under Tupac-Amaru and Tupac-Catari.
 1809. First revolt against Spanish rule in Charcas.
 1810. Defeat of the Spaniards at Suipacha.
 1813. Patriot forces defeated at Vilcapujio and Ayuma.
 1816. Invasion by the Spaniards under the Viceroy La Serna.
 1822. Patriot forces destroyed by Spaniards in the neighbourhood of La Paz.
 1824. Signal patriot victory at Ayacucho and Junín.
 1825. Republic of Bolivia proclaimed.
 1825. Bolívar made first President of Bolivia.
 1828. After strife with Peru, General Santa Cruz becomes President.
 1835. Santa Cruz establishes the Peru-Bolivian Confederation.
 1839. Peru-Bolivian Confederation dissolved.
 1843. New Constitution.
 1879. Outbreak of war with Chile.
 1880. New Constitution proclaimed by General Narciso Campero.
 1883. War with Chile.
 1884. Treaty signed with Chile.
 1892. Treaty signed between Chile and Bolivia. Antofagasta-Oruro Railway opened.
 1900. Construction begun of the railway from Lake Titicaca to La Paz.
 1902. Guaqui-La Paz Railway opened.
 1904. Peace treaty with Chile.
 1930. Bolívar Centenary.
 1932-35. Conflict with Paraguay.
 1935. Armistice in Chaco War.
 1938. July 28, Peace Treaty with Paraguay signed.
 1943. Bolivia declares war on the Axis.

EMBASSY AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
1A Grosvenor Gardens, S.W.1	Chargé d'Affaires a.i. Counsellor Secretary	Roberto Quarajazu Calvo. Guillermo Scott-Murga. Eduardo Aramáyo.
London (1A Grosvenor Gardens, S.W.1.)	Consul-General	Guillermo Scott-Murga.
Liverpool (507 Tower Building)	Consul	Joaquin Brito.
Birmingham (27 Augustus Rd., Edgbaston).	Hon. Consul	Richard B. Hooper.
Cardiff	Hon. Vice-Consul	George W. Grant.
Hull	Hon. Consul	Norman Oughtred.

BRITISH EMBASSY AND CONSULATES IN BOLIVIA.

The letter (M) denotes that the Consular Officer holds a Marriage Warrant, and (L) that he has authority to register *lex loci* marriages.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
La Paz	Ambassador Extra-ordinary & Plenipotentiary. (M) Consul (with rank of 1st Secy.) 1st Secy. (Comm.) .. 1st Secy (Labour) ..	John Garnett Lomax, C.M.G., M.B.E., M.C. —	Republic of Bolivia.
Cochabamba ..	Vice-Consul ..	H. J. Legg, M.C. W. E. Oakley Evans	—
Oruro	(L) Consul ..	F. F. Williams H. S. O'Donnell ..	—
Sucre	(M) Consul ..	E. F. Moore ..	Chuquisaca and Tarija

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BRAZIL

Note : The spelling of place names throughout follows the new Brazilian usage.

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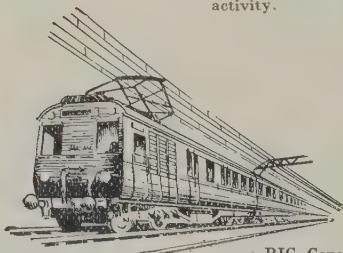
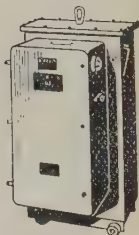


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For travelling between the various coastal markets in Brazil there is no lack of transport ; in some cases it is possible to use ocean liners between ports, but if these are not available there are frequent sailings of Brazilian coastwise vessels including the Lloyd Brasileiro, the Companhia Nacional de Navegação Costeira and the Lloyd Nacional. All these operate regular services between Brazilian ports. The Amazonian ports of Brazil may also be reached direct from Liverpool or New York by the Booth Line. The coastal line rates are generally speaking about 50 per cent. cheaper than those of the foreign lines.

There is an air service from Britain to Brazil. See AIR SECTION.

Regular passenger and airmail services are maintained in Brazil by a number of aircraft companies, which provide rapid transits between the principal towns in Brazil, several of which can otherwise only be reached by slow coastal steamers in the absence of railways and motor roads.

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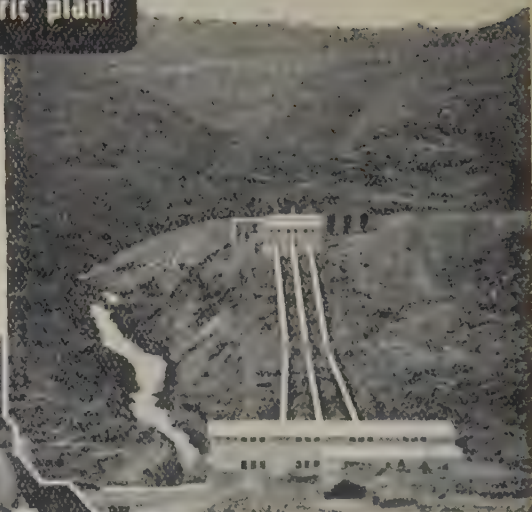
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THE HISTORY OF BRAZIL.

A brief historical sketch will enlighten the visitor on two cardinal points about contemporary Brazil—that it speaks Portuguese and that its racial make-up is a mixture of white, negro, Indian, and Asiatic peoples, with little trace of colour bar and no racial tension.

Brazil was discovered for the Portuguese by Pedro Alvares Cabral in 1500. It was occupied, then, by low-grade Indians which have never, to this day, taken kindly to civilization. For the first 30 years Portugal paid little attention to Brazil, but in 1530 the government sent Martim Afonso de Sousa to the colony with settlers, cattle, seeds and agricultural implements. They founded São Vicente in 1532. More colonists trickled in, but so many of them were criminals, and the climate was so enervating, that they made a poor start. The most prosperous settlement was at Baía, founded in 1549.

The first system of government was a kind of feudal principality—there were 13 of them—but these were replaced in 1572 by a Viceroy. In the same year an experiment was tried of dividing the new colony into two, north and south, with capitals at Baía and Rio de Janeiro, and it was not until 1763 that Rio was finally made sole capital. Even in the early days there was a tendency for this huge country to disintegrate, a tendency which continued until quite recent days to harass the central government.

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A picture of the slow growing colony is best given by statistics of population. From 1580 to 1640 the population was only about 50,000. By 1650 it was 70,000. From the first days the colonists had married freely with the natives, and later with the imported negroes from Africa, and already colonial society was fixing itself into a hierarchy—the white Peninsulars at the top ; the Masombos, or whites born in Brazil, just below ; the Mestiços or Mamelucos, the result of intermarriage with the Indian ; and Mulatos, the result of intermarriage with the Negroes. There was also the Cafuso, the half-breed element resulting from marriage between Negro and Indian. By 1700 there were about 750,000 civilized beings in Brazil ; by 1800 it had grown to about 2,500,000, of whom 400,000 were white, 1,500,000 negroes, and 600,000 were Indians. Rio de Janeiro had a population of 30,000.

The Colonial set up, which lasted to the early years of the 19th century, was complicated. The Indians, contrary to the law, were virtually slaves ; the negroes were actually slaves, though, on the whole, kindly treated. The economic structure was, in the main, that of huge estates run by slave labour, with an aristocratically-minded white element that played the absentee landlord and did no manual work. The Portuguese crown expected both a personal and a state revenue from its colony. This was raised partly by payment of a tenth of the produce from grants of land made to colonists, and partly by some forty kinds of taxes levied on the inhabitants. The judicial system was lax, and there was great corruption by sale of office. But in Brazil, unlike the Spanish Colonies, there was a saving laxity in tax collecting, in slavery, and in the general regimentation of the colonists.

With one exception, the bulk of the colonists, right up to the early 19th century, lived mostly along the coastal belt. The exception were the Paulistas, who had thrust far into the interior. It was they who discovered gold in the middle of the 17th century, and diamonds in 1727. Emeralds were found later. For a time, gold and diamond rushes almost depopulated the coastal belt, but it was these very rushes which opened out the interior and set the foundation for the industrial development of the country.

Three hundred years of easy going Colonial life under the paternal eye of Portugal had ill-prepared the colonists for independent

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existence, but towards the end of the 18th century the infiltration of European thought and, between 1808 and 1824, the machinations of Napoleon in Europe, forced the colonists to decide whether they preferred tutelage or independence. When the troops of Napoleon caused the Portuguese Royal Family to sail in British ships to Brazil in 1808, the fate of the colony was decided. The Regent John returned to the mother country in 1821, leaving his son, the handsome young Pedro, in charge. The Portuguese Parliament (the Cortes) did not like this arrangement, and called on Pedro to return. The Creoles called upon Pedro to stay. On May 13 he assumed the title of "Perpetual Defender and Protector of Brazil." On September 7th, he was challenging Portugal with the cry "Independence or Death" by the Ipiranga River; on October 12, he was being proclaimed constitutional emperor of Brazil, and on December 1st, he was being crowned at Rio de Janeiro. Brazil was an autonomous state.

Dom Pedro the First had the bad luck to be faced by a secession movement in the north, to lose the Banda Oriental, annexed some time previously, and to get somewhat involved in his marital relations. In sum, he abdicated as the result of a military revolt in 1831, leaving his five-year-old son, Dom Pedro the Second, in the hands of a regent, as ruler. On July 23, 1840, the lad, though only 15, was proclaimed of age and the regency discontinued. And now began a golden time for Brazil, for Dom Pedro the Second, a liberal democrat at heart, was one of the wisest rulers this earth has known. He promoted education, vastly increased communications, encouraged agriculture, and stamped on corruption. It was under him, too,

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that immigrants began to fill the land—an immigration movement which was finally to bring a million Germans and 250,000 Japanese into the country. And it was he, no small title to fame—who brought down the tyrant Rosas at Buenos Aires by a sharp and well-conducted war. The war with the Dictator Lopez of Paraguay lasted longer, but led to the same salutary end. Above all, it was he who finally declared that he would rather lose his crown than allow slavery to continue in Brazil, and on May 13th, 1888, slavery was finally abolished.

There is little doubt but that it was this measure which, in fact, lost him his crown. Many plantation owners, who had been given no compensation, were ruined, and turned against the Emperor. On November 15, 1889, he and his family were banished. On November 17, he sailed for Europe. Two years later he died in a second-rate hotel in Paris, after steadfastly refusing a pension from the somewhat conscience-stricken revolutionaries. During the first centenary of Independence in 1922, the Imperial Family was allowed to return to Brazil, and the body of Dom Pedro was brought back and buried in the cathedral at Petropolis. Brazilians, essentially a tender-hearted people, heaved a sigh of relief at this reparation done to the honour of a much-loved man.

The history of the "Old Republic" (1889-1930) was comparatively eventless, a time of expansion and comparative prosperity. It must not be forgotten that Brazil declared war on Germany during both wars. But 1930 is a cardinal point in Brazilian history. A revolution, headed by Getulio Vargas, Governor of Rio Grande do Sul, deposed the then president and Vargas assumed executive power as Dictator. He was Dictator of Brazil until October 1945, when he was forced to resign, and to give way to a properly elected President.

BRAZILIAN ECONOMY.

Until the first decade of the twentieth century, when the great rubber boom took place, Brazil had followed a strict pattern of Colonial economy: that is, it exported raw materials and agricultural products and imported manufacturing goods. But during the last forty years this typical economy has been replaced by another, of

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intense industrialisation. When Dom Pedro left Brazil, in 1889, there were only 903 rather parochial industrial establishments. To-day there are over 60,000, and Brazil is pulsating with new activities. What this can mean to a town can be read under São Paulo, in the text.

This economic development presents problems which involve many unusual conditions hardly likely to be solved by the economic concepts of the Old World. It has meant a new outlook on international relations and new techniques of industrial economy : a wide use of hydroelectric energy drawn from the great rivers ; the expanding use of the aeroplane ; modern road building ; advanced projects of housing and social security ; and the overcoming of the fuel problem, during war-time at least, by the building of "gasogenios."

Building Industry :—The comparatively new construction industry now represents a substantial part of Brazil's economy. In Rio de Janeiro and São Paulo alone it employs about 50,000 people directly. In addition, some 200,000 skilled and semi-skilled workers supply the building industry with cement, brick, tile, lumber, hardware, paint, and sanitary wares. The old residential and office buildings, lacking comfort, convenience and proper hygiene, are being tumbled down and replaced by ultra-modern constructions.

Housing :—To integrate this great industrial boom, the "Instituto de Aposentadoria e Pensões dos Industriários" (Industrial Worker's Retirement and Pensions Institute)—a social security authority which serves three million workmen—is now putting up low cost

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houses and other buildings. This work goes on simultaneously in the cities of Rio de Janeiro, São Paulo, Porto Alegre, Recife, Baía, and other industrial towns. These new structures, equipped with the latest and best electrical installations, are designed, not only to relieve the housing shortage, but to improve the health and standard of living of the worst off section of the populace.

Under law, each low-cost project must consist of a minimum of 50 or a maximum of 500 houses. The building sites must be approved by the Government, and all houses must be within a radius of five-eighths of a mile of an industrial centre. The cost of each dwelling unit may be between Cr\$5,000 and Cr\$20,000, to allow for individual needs. Financing of these projects is through the Institute, which gets its funds for housing, pensions, and other social activities, from workers' contributions, a similar percentage from employers, and an equal amount from the Government. The Army and Navy have organisations somewhat like the Institute for providing houses for members of the forces.

Typical Institute projects are the model town of Volta Redonda for workers at the great new steel mill; the "Cidade Industrial," a modern city development on the outskirts of Belo Horizonte; and Realengo. This last lies in a valley which can be reached in 30 minutes from Rio de Janeiro. It was a vast swamp and breeding place for mosquitoes, which were blown by favourable winds in great numbers into the capital. The swamps, which were Government property, were drained. A large airport was first built, and this was followed by the Realengo housing development. Fourteen thousand dwelling units are planned, with cinemas, theatres, clubs, schools, parks, market, hospital, a sports ground and a commercial centre. Each house consists of a living room, two bedrooms, a kitchen, a bath, and a garden three times the size of the house (22 by 22 feet). Each costs about £100. The rent is £7 a year, and this includes amortization, making the tenant the owner in twenty years. Modern mass production methods are used in building them.

The setting for this ambitious scheme is the 10,500 square miles of the Baixada Fluminense marshlands, some of it now reclaimed into one of the richest garden patches in all the Americas. When the reclamation is complete, it is expected that hundreds of thousands of people will be able to make a good living on it as small farmers.

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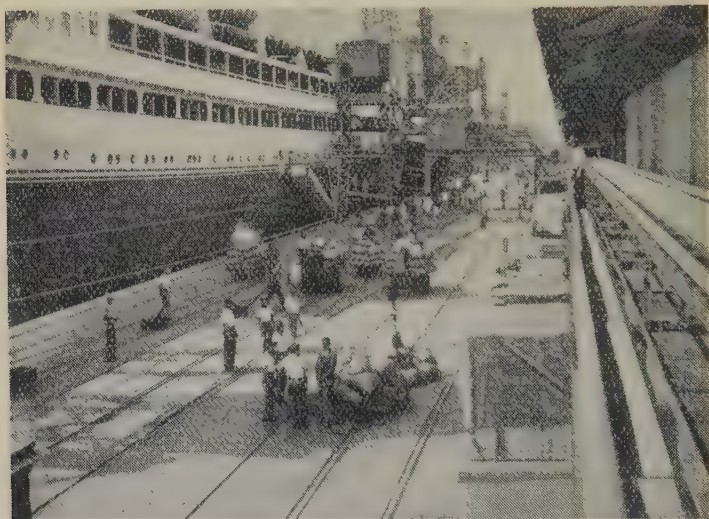
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There are, of course, other State Authorities concerned with housing and planning, and buildings are going up as rapidly as the supply of cement and concrete allows. A sweeping modernisation programme has been going on at Nictheroy. The cost of re-building and modernising the town is estimated at U.S. \$15,000,000.

One item of interest : the construction of office buildings has developed a unique architectural variation by creating a system for regulating heat and light. External lattices or shutters are used. The blinds are sometimes horizontal, sometimes vertical, and are either moveable or fixed. These "quebra sol," as they are called, have proved most successful sun-break devices.

Transport :—Railways and roads are dealt with in the text. Considering Brazil's rugged topography, air transport has, obviously, a great future, and Brazil is already developing its own aircraft construction industry. The Fabrica Brasileira de Aviação builds planes for the army, and a new aero-engine plant, the Fabrica Nacional de Motores, is in production. In 1929, Brazil's air routes totalled 4,529 miles. They are now about 40,000. The world's largest airport is at Natal. The Santos Dumont Airport at Rio de Janeiro was built in characteristic Brazilian fashion : a mountain was pushed into Guanabara Bay, the ground flattened, and the airport built. Rio has a second airport on Governador Island.

Air Services :—For international services from outside Latin America, see the AIR SECTION.

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There is at least an hourly service between Rio de Janeiro and São Paulo.

The internal air routes of Brasil are highly developed; upwards of a dozen National Air Companies maintain services which connect most towns, even in the remotest parts of the interior, with the Federal and State Capitals.

Radio :—There were 80 radio stations in 1930. There are now 130 public and 64 private transmitting stations. Radio is now a tremendous factor in the unifying of a vast nation, many of whose subjects live deep in the interior with no other communication save radio.

Health :—Parallel with the vast programme of industrialisation, Brazil has greatly improved its health services. The Brazilians have built 38 health units (including leprosy hospitals), 12 tuberculosis sanatoriums, and numerous hygiene centres and hospitals to fight malaria and endemic diseases. An organisation, SESP, has been tackling disease amongst the army of rubber gatherers in the Amazon Valley.

Reclamation Schemes :—Apart from the draining of the Baixada Fluminense marshlands already mentioned, economic developments are proceeding in the north-eastern states near the "bulge" of Brazil, facing Dakar. This north-eastern section is a vast territory, containing only about 6,000,000 people. In the past there have been serious migrations of people away from the area because of periodic drought. Apart from this drawback, the area has many good features, particularly a dry and agreeable climate.

In 1927, the Bureau of Drought Control began to build a system of large dams to hold water for irrigation purposes. Now a great

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chain of artificial lakes is refreshing the parched lands of the north-east. The greatest of them all is lake Oros, still being built, with a capacity of four-billion cubic metres of water. These large dams are supplemented by smaller dams and deep wells. Recent statistics show 265 dams in all, more than 2,000 wells, and six networks of irrigation canals totalling 13,500 miles and irrigating an area of 50,000 square miles. A system of 2,253 miles of road has been built, and the inhabitants have been instructed in irrigation technique and suitable crop cultivation. An economic revolution comparable to the Tennessee Valley is being worked here. Plans are afoot for giving the area easier contact with the coast and with other centres of production and distribution.

The Office of the Co-ordinator of Inter-American Affairs is tackling food supply in an area embracing 13 northern states and the Amazon Basin, where war-time dislocations and shifts of population have given rise to acute problems of food supply. Crops are being increased, insecticides distributed, technical assistance given, and funds have been made available for short-term financing.

The war, as in other countries, left Brazil a legacy of difficulties : a shortage of lorries on the roads and of rolling stock on the railways ; a concentration of labour in search of high wages in the towns ; factories which badly needed retooling, and a vicious cycle of wage-price spirals leading to oppressive living costs, labour unrest, and a grave fall in the production of food.

In any future harmonious development, Brazil will need a vast capital investment for harbours, docks, bridges, drainage, trucks,

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rolling stock, roads, and power station and factory installation. A balanced budget, when it is obtained, will see Brazil embarking on ambitious schemes, but even to-day, new ships have been ordered, a railway plan announced, and large numbers of lorries ordered.

Guidance for Commercial Travellers.

Commercial travellers are referred to "Hints for Commercial Visitors to Brazil," prepared by the Commercial Secretary to H.M. Embassy at Rio de Janeiro, and published (before the war), by the Department of Overseas Trade, 35 Old Queen street, London, S.W.1.

Information for Visitors.

Climate and Clothing: "Winter (May to October) conditions are similar to those of European summer in the centre and the south of Brazil. At almost every season of the year a light water-proof coat will be found useful. In the north the winter is a season of tropical rains. Summer conditions all over the country are tropical, but temperatures of 100°F. are comparatively rare. In the coastal towns there is a high degree of humidity. Remember also that the luminosity is very high and that travellers frequently suffer from headache due to eye strain. This applies more particularly to persons with normally good sight. Relief may be obtained immediately by wearing coloured glasses. On the other hand it is not necessary to wear a sun helmet, and indeed the wearing of one by a foreigner creates a painful impression on the Brazilian mind. It is one of the few things that should be regarded as distinctly 'not done.'

"From Rio de Janeiro southwards, except on a particularly warm day, during the summer months the traveller will suffer little inconvenience even if he wears light-weight woollen clothing, and there are many days when he will run the risk of catching a cold unless he wears something heavier. In São Paulo particularly light-weight clothing, such as palm-beach linen or drill, need only be worn in the summer. It is cool during the winter in the southern and central areas. Medium-weight clothing and a light coat should be worn.

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comer would be well advised to eat fresh meat sparingly—particularly in the smaller towns—and to drink only bottled waters, and to use a mosquito net in the North of Brazil. "It is wise to be inoculated against typhoid and paratyphoid before leaving Great Britain."—D.O.T. Reports.

Railway fares vary on the different systems. Fares as a whole are cheaper than in the United Kingdom. Luggage over 30 kilos must be paid for. Meals are usually provided in restaurant cars on long-distance journeys, at approximately hotel prices. Sleeping berths are a supplement added to the ordinary fare. Tips are a great aid to smooth travelling.

Tram fares in Brazil are generally below those of the United Kingdom. The usual minimum fare is 40 centavos (1d.). Taxis commence to mark at Cr. \$5.00 (1s.), and distance charges are reasonable.

Auto-omnibus lines are common in all the principal centres of Brazil, at prices from two to three times those of the tram services. Rio de Janeiro is especially well served by 'buses.

In the best hotels in Rio and São Paulo the charge for room with bath is from Cr. \$100 to 250 with meals, and 100 to 150 without meals. Hotels at other large towns compare with the second-class in Rio de Janeiro in both price and comfort. In the interior the accommodation is not generally good, and prices are about that of the second-class hotels in Rio de Janeiro, but there are surprisingly good hotels at some of the inland watering places. They charge the same as the first class Rio hotels. Tipping in hotels may be calculated on a 10 per cent.

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In general throughout Brazil tipping is usual, but perhaps less common and less costly than in most other countries. Porters, however, at steamship wharves and railway stations expect generous sums and the regulations oblige the traveller to employ two or three where one would serve. The traveller should carry his own hand luggage when he can.

It is difficult to find an unfurnished flat or house, and even more difficult to find one furnished. Monthly rents for three room flats in Rio and São Paulo run from Cr. \$2,500 to Cr. \$5,000 unfurnished, and from Cr. \$6,000 to Cr. \$9,000 furnished. Four to six room houses rent at from Cr. \$5,000 to Cr. \$7,000 unfurnished, and from Cr. \$7,000 to Cr. \$10,000 furnished.

Meat is costly. Brazilian canned goods are high priced ; U.S. canned goods cost even more.

A small family's monthly electricity bill in Rio (where gas is used for water heating and cooking) is about Cr. \$140 ; In São Paulo, where heating and water heating is by electricity, it is from 250 to 350. Unlimited residential telephones cost 75 a month in Rio ; about 60 in São Paulo.

For prestige's sake, if nothing else, servants must be used. They usually live in ; the householder provides food, uniform, and certain other articles of wear. Actual cost of a servant is about twice the wage, and wages paid per month in the two main cities are : cook, Cr. \$400-800 ; housemaid, 300-500 ; nurse, 500-800 ; full-time laundress (living out), 200-400.

Those who wish to rent unfurnished houses should bring their furniture and household equipment with them. First-class furniture can be made locally, at extreme prices, in 8 months or so. A reasonable amount of equipment is duty free, and there is a rebate of 50 per cent. duty on furniture, carpets, curtains, and pictures.

Take plenty of clothing (particularly shoes) and as much of it as possible washable. Ready-made men's suits cost at least Cr. \$2,000 if made of Brazilian, and 3,000 if made of imported cloth. Ready-made models for women cost from Cr. \$500 to 5,000.

Cost of Living : If 1936-39 is taken as 100, the Rio de Janeiro middle class cost of living index for the end of 1948 stood at : rent, 162 ; food, 308 ; light and fuel, 198 ; servants, 287 ; clothing,

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- I. Transit, tourist, and temporary visas.
- II. Special temporary visa.
- III. Permanent visa.

Those who wish to go to Brazil should call at the nearest Consular office to find out what the regulations are for obtaining a particular visa.

The Transit visa will be granted to foreigners bound for other countries and requiring to pass through national territory. Thirty-day transit visas will be granted only to foreigners passing through Brazil who present passports with proper visas for their final destinations, and will not be converted into temporary or permanent residence permits except in specially authorized cases.

The Temporary visa will be granted to foreigners who do not require to remain more than 90 days. It applies to:—

- (a) Tourists.
- (b) Scientists, teachers and men of letters on a cultural visit.
- (c) Persons on business visits.
- (d) Artists, sportsmen and the like.

These must register at the Servico de Registro de Estrangeiros within 8 days of arrival.

The Special Temporary visa shall be conceded to foreigners who need to remain in the country more than 90 days but without the intention of residing permanently. The classification of Special

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- (a) Students and bursars.
- (b) Those undertaking a mission of enquiry or study approved by the Federal Government.
- (c) Technicians and teachers under contract.
- (d) Relatives in various degrees of those living permanently in Brazil.

The concession of a Special Temporary visa depends on prior selection by the authorities.

An immigrant in the " Special Temporary " category is given an Identity Card which shows the period the holder is allowed to stay. It also declares that he is able to take paid employment, and so allows him to take out a Professional Card at the Ministry of Labour.

The Permanent visa will be granted to immigrants who intend to remain permanently, and who fall into the following categories :

- (a) Agriculturalists and specialists in industries and agricultural and stock-breeding activities, who assume the commitment of exercising an activity in a Rural Zone, preference being afforded to families comprising at least three persons capable of working, of between the ages of 15 and 50 years ;
- (b) Artisans or qualified operatives ;
- (c) Specialists in nursing and hospital activities ;
- (d) Domestic employees, of up to 50 years of age, who can prove habitual service in the requirements for which they may be intended and who come to work in the homes of persons who enter or permanently live in Brazil ;
- (e) Employees in hotels and similar activities ;
- (f) Medium and higher grade technicians, whose activities are of direct importance to production.

The occupations listed in Items (a), (b), (c), (d), (e) and (f), shall be duly proved to the department granting the visa, the foreigner, once he arrives in Brazil, having to qualify for the occupation, in accordance with Brazilian law.

The visa itself does not authorize such occupations.

To obtain a Transit visa, the applicant must present :—

- I. Passport.
- II. Medical certificate.

No Transit visa is necessary for foreigners alighting at stopping places in the itinerary of a through journey. Foreigners of this category must remain in the area determined by the competent local authority. The controlling authority will, when necessary, collect, against a receipt, documents of origin which will be restored to the foreigner on re-embarkation.

The validity of any visa is 90 days, dating from the day of issue but it may be extended for a like period on the payment of a new fee.



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OFFICIAL HOLIDAYS.

Jan. 1 : Holiday and Saints' Day*.	Aug. 15 : Saints' Day.
20 : Municipal Holiday, Rio.	Sept. 7 : National Day*.
Feb. - : Carnival (Shrove Tuesday).	Oct. 30 : After midday.
10 : Carnival, until midday.	Nov. 2 : All Souls' Day*.
April - : Good Friday.	15 : Day of the Republic*.
21 : National Holiday*.	Dec. 25 : Christmas*.
May 1 : Labour Day*.	

* Only holidays marked thus are official holidays. Apart from Shrove Tuesday (Carnival) and Good Friday, it is usually only Government Departments and Banks which do not function on the remaining days.

Several other holidays are held by individual States or groups of States. A full list is given in "Bank Holidays during 1950," published by the Bank of London and South America.

BRAZILIAN CITIES.

Rio de Janeiro, the Federal capital, is on the southern shore of a landlocked harbour 15 miles long and from 2 to 10 miles wide. The setting, with its superb colouring, is the most admired in the world. The city sweeps half a dozen miles along the broken water-front of a narrow alluvial strip between the mountains and the sea. The rich green of the hillside contrasts with expanses of grey rock.

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The beauty of the panoramic tapestry woven by the rare combination of an aquamarine sea, studded with islands etched in white sand, waving palms and the tumbling green mountains which surround the city is matchless. The entry into Rio Harbour, whether by day or night, is a spectacle not to be forgotten.

The best known of these rocky masses are the Pão de Açúcar (Sugar Loaf Mountain, 1,230 ft.), and Corcovado, a jagged peak rising 2,300 feet from amongst the houses of the city. There are other heights, including Tijuca, the tallest point in the foreground, and 30 miles away rise the weirdly shaped Organ Mountains with their five "Fingers of God." Sugar Loaf is actually the highest peak of a low chain of mountains on the fringe of the harbour. Nature with prodigious artistry has shaped these massive crags into a colossal reclining figure known as the "Sleeping Giant," and Sugar Loaf represents his bent knee.

And the city is worthy of its setting. The promenade facing the sea is of white marble, and five miles long. Many of the buildings are palatial; the city squares are of great beauty, with bronze statuary, fountains, and luxuriant greenery. These pleasures are beautifully maintained, and the open-air life of the cafés adds constant liveliness and gaiety to the scene. The city is undergoing an extensive remodelling. The programme is to beautify the centre of the town, to construct buildings on the site of the Morro do Castelo, to reclaim the Sacco da Gloria, and reconstruct the east end of the town. The earth washed down from the Morro do Castelo now forms the peninsula of Ponto do Calabouço, upon which the Santos Dumont airport has been built. The Avenida Getulio Vargas, which traverses the city from east to west, has been opened.

Rio is one of the healthiest cities in the tropics, with a death-rate of twenty per thousand. The city proper occupies about 60 square miles; the Federal District 430 square miles. The population is 1,994,518. Trade winds cool the air, and the maximum temperature of about 90° F. is in February; the minimum, 60° F., in July. Sunstroke is uncommon. November-May is the rainy season, and the annual rainfall is about 44 inches.

The Touring Club do Brazil is in a handsome building at the side of Praça Mauá. It has an information bureau for tourists.

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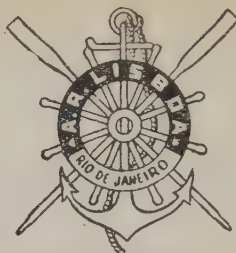
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RIO DE JANEIRO

Landing:—Alongside quays at end of Av. Rio Branco. A passenger pier which will accommodate four ocean liners simultaneously is being built at Praça Mauá.

History:—Rio de Janeiro was discovered on 1st January, 1502, by the Portuguese navigator, Gonçalo Coelho. The first settlement, however, took place on 10th November, 1555, when the French Huguenot Admiral, Nicolas Duran Villegaignon, entered the harbour with two well-armed vessels and landed on Lage Island. This was shortly afterwards abandoned in favour of Sergipe Island (today Villegaignon), where a fort was built and given the name of Colligny, the protector of the projected colony.

In 1557, another expedition consisting of 300 men under Villegaignon's nephew, Bois le Comte, arrived at the settlement and the settlers began to take possession of the whole of the Bay and its surroundings. Thus matters continued until March, 1560, when Mem de Sá, third governor of Brazil, inflicted a serious naval defeat on the French forces, who were forced to abandon the Bay and seek refuge in the interior. When the victorious fleet had sailed away, however, the French returned and with the help of their Tamoyo Indian allies re-occupied and fortified their old settlements.

The Portuguese Government, wishing to occupy the harbour of Rio de Janeiro themselves, sent out Estacio de Sá with two galleons to assist his uncle, Mem de Sá, in founding a Portuguese colony there. At the end of February, 1565, Estacio de Sá landed near the Sugar Loaf, and established a fortified settlement, to which he

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gave the name of São Sebastião. Inferior in force to the French, Estacio de Sá did not succeed in expelling the French settlers, but being joined by Mem de Sá with considerable reinforcements a complete victory was obtained over the French on 20th January, 1567, the anniversary of the patron saint of the Portuguese town. The Portuguese were now masters of the Bay, but Estacio de Sá was mortally wounded and died a month later.

Before returning to Baía, then the seat of government in Brazil, Mem de Sá transferred the nucleus of the Portuguese settlement from the neighbourhood of the Sugar Loaf to Mount S. Januario, which covered the site of what is to-day the Esplanada do Castelo, and nominated another nephew, Salvador Corrêa de Sá, to be captain of the new colony.

In spite of constant attacks by the hostile Indian tribes, the new city grew so important that in 1572 it was chosen as the capital of the Southern captaincies when Brazil was divided into two provinces by King Sebastião. In 1576, however, the Portuguese Government again decided to govern Brazil solely from the city of Baía. In 1608 the country was once more divided into two provinces, and Rio was once more the capital of the Southern captaincies. In 1676 it was made the seat of a bishopric.

On the 11th September, 1710, the French naval officer Jean François Duclerc landed at Guaratiba at the head of 1,000 men and marched towards the city, which he entered on the 19th. His force was surrounded, however, and capitulated. Duclerc was

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RIO DE JANEIRO

assassinated some months later. In 1711, Admiral Duguay Trouin, with eighteen sail, entered the port on 12th September and captured the city on the 22nd, largely owing to the conduct of the Governor, Francisco de Castro Moraes, who abandoned the town with the greater part of his troops and a great many of the inhabitants, and took refuge at Iguassú. After the sack of the city, the Governor returned and arranged to ransom the town for 1,000 cruzados, 100 cases of sugar and 200 oxen. The French Admiral, after a further stay of two weeks, sailed with his victorious fleet on 13th October.

Due to its admirable situation, the importance which the town had acquired, and the good administration of its Governors, Rio de Janeiro rapidly became the leading city in Brazil, and by Royal Patent of 27th January, 1763, became the seat of the Governor-General, with category of Vice-Royalty.

When the Portuguese Royal Court was transferred to Rio de Janeiro in 1808, the city made further rapid progress. Not only did its commerce expand, but a great many cultural institutions were founded.

The Court returned to Portugal in 1821, and in 1822 Brazilian Independence was declared. In 1834, Rio de Janeiro became an autonomous municipality and was declared capital of the Empire.

Hotels.

Without Board

Name of Hotel	Address	No. of beds	Single Room	Double Room
Copacabana Palace Hotel	Av. Atlantica, 374	310	Cr\$150	Cr\$240-300
Palace Hotel	Av. Rio Branco, 185	280	Cr\$ 80-150	Cr\$130-230

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Hotel Gloria	Av. Beira Mar	260	Cr\$120-180	Cr\$200-250
Hotel Serrador	Praça Mahatma Gandhi	400	Cr\$130-	Cr\$220-400
Hotel Natal	Praça Floriano	150	Cr\$ 75- 95	Cr\$110-120
Itajubá Hotel	Rua Alvaro Alvim	250	Cr\$100-160	Cr\$140-180
Pax Hotel	Praia do Russell	200	Cr\$ 80-130	Cr\$120-160
City Hotel	Rua Cattete, 138	150	Cr\$ 75-100	Cr\$140-190
Aeroporto Hotel	Av. Beira Mar, 280	140	Cr\$ 50	Cr\$130-150
Hotel Olinda	Av. Atlantica, 522	200	Cr\$110-130	Cr\$150-300
Hotel Castro Alves	Av. Copacabana, 552	170	Cr\$100-150	Cr\$120-150
Hotel O.K.	Rua Senador Dantas, 24	350	Cr\$100-120	Cr\$150-300
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Hotels (contd.)

With Full Board

Name of Hotel	Address	No. of beds	Single Room	Double Room
Excelsior Copacabana Hotel ..	Av. Atlantica	360	Cr\$150-400	Cr\$220-500
Hotel Central ..	Praia Flamengo	120	Cr\$115-200	Cr\$230-300
Hotel Avenida ..	Av. Rio Branco	370	Cr\$ 80	Cr\$160
Hotel Riviera ..	Av. Atlantica, 1046	250	Cr\$150-180	Cr\$250-300
Hotel dos Estrangeiros	Praia do Flamengo, 5	160	Cr\$ 80-110	Cr\$180-220

Cruzeiro = 3d. (approx.)

(For announcements of local hotels and business houses, see the later section of this book, "LOCAL CLASSIFIED ADVERTISEMENTS.")

Restaurants:—(Centre of town): A.B.I., Brahma, Confeteria Colombo, Tourist, Alba Mar, Taberna Carioca, A Minhota, Aeroporto, Aljan, Savoia, and Heim. (In Copacabana): Copacabana Grill Lido and O.K. Restaurants. (Gavea Road): Joá.

Tea Rooms:—Confeitaria Colombo, Lallet, Cavé, Confeitaria Brasileira, Sorveteria Americana.

Conveyance:—The tramway service is singularly good and inexpensive, and the routes followed allow most of the surroundings to be seen with ease. There are frequent motor omnibus services to all parts.

Motor-car Hire:—Taxi, Cr\$5.00 and 30 centavos for every 100 metres or 1 minute waiting. By the hour: Cr\$40.00 for first hour, and Cr\$7.50 each additional quarter hour.

Hill excursions:—By arrangement.

Motor Launch Hire:—Cr\$90 per hour between 7 a.m. to 4 p.m. Other times by arrangement.

Theatres:—Most of the playhouses are devoted to light amusements, but occasionally opera is staged at the Municipal Theatre. Among theatres of note are the Rival, Fenix, João Caetano, Republica, Carlos Gomes, and Serrador. There are numerous first-class cinemas.

Casinos:—There are three Casinos, the Casino de Copacabana, Casino da Urca, and Casino Atlantico, but gaming is no longer permitted. The casinos still maintain restaurants, with cabaret.

Points of Interest:—Two of the streets are particularly interesting. The Avenida Rio Branco, over a mile long and 108 feet wide, is now intersected by the Avenida Presidente Vargas, 4,400 metres long and over 90 metres wide, destined to become the city's main artery. From the waterfront it crosses the Rua Primeiro de Março and then divides to embrace the famous Candelaria Church. Then the reunited carriage-ways sweep across the Avenida Rio Branco in a magnificent unbroken stretch past the Central Brazil Railway terminal, with its imposing clock-tower, until finally it incorporates the palm-lined canal formerly known as the Avenida Mangue. The Avenida Rio Branco is lined with ornate buildings—clubs, banks and

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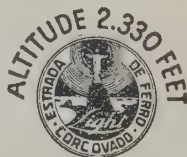


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steamship offices, some hotels and public buildings, the School of Art, National Library, Municipal Council Chamber, Supreme Court and Municipal Theatre. The Rua Ouvidor, crossing the Avenida Rio Branco near its middle, contains the principal shops. Other shopping centres are the Ruas Gonçalves Dias, 7 de Setembro, Uruguayana, Republica do Peru, and a splendid new Arcade running from Av. Rio Branco to the Rua Gonçalves Dias. The banks are centred between Ruas Alfandega and 1 de Março. The Avenida Beira Mar, with its royal palms, bougainvilleas and handsome villas, coasting the Botafogo and Flamengo Beaches, is one of the most beautiful drives. Three tunnels lead to the Avenida Atlantica, on the Copacabana Beach, the celebrated bathing-place. There are fine views along the Avenida Niemeyer, 125 feet above the sea.

The British Subscription Library, in the Rua Washington Luis, was founded in 1826. Visitors may join as temporary subscribers at special rates.

PUBLIC BUILDINGS.

The NATIONAL LIBRARY (Bibliotheca Nacional), in Avenida Rio Branco, was founded in 1810. Its first collection came from the Ajuda Palace in Lisbon, but to-day it houses over 500,000 volumes and many rare manuscripts. One of its rarities is a latin bible on parchment, printed in Mayence in 1469. It has also a first edition of the *Lusiadas* of Camoens, printed in 1579. The library is open from 10 a.m. to 10 p.m. on week-days, and 11 a.m. to 3 p.m. on Sundays.

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The MUSEUM OF RETROSPECTIVE ART is housed in the Lyceum of Arts and Crafts, Avenida Rio Branco (in front of the Palace Hotel). It contains pictures, porcelain, and such furniture and articles of domestic use as were current in olden days in Brazil.

The BRAZILIAN ACADEMY, on Av. Presidente Wilson, is a replica of the Petit Trianon, given to Brazil by the French Government after the Centenary Exhibition. The Brazilian Academy of Letters was founded in 1897 by the writer Machado de Assis. A millionaire bookseller made the Academy his heir, and the interest on this legacy provides annual prizes for the best Brazilian works in prose, verse, and drama. The Academy is preparing an exhaustive dictionary of the Portuguese language.

The HISTORICAL MUSEUM (Praça Marechal Ancora) contains a most interesting collection of historical treasures, maps, pictures, arms and armour. The building itself is notable, for it was once the old War Arsenal of the Empire, part of which was built in 1767. It is open daily, from 11 a.m. to 5 p.m., except Mondays, and is well worth visiting.

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The Historical Museum now houses the MILITARY MUSEUM AND NAVAL MUSEUM. There is a particularly large collection of paintings and prints in the Naval Museum, besides the more usual display of weapons and figureheads.

The NATIONAL MUSEUM in the Quinta da Boa Vista is one of the most important scientific establishments in South America. Up to the proclamation of the Republic the building was the home of the Emperors of Brazil. In the entrance hall is the famous "Bendego" meteorite, which was found in the State of Bahia in 1888. It is, so far as is known, the largest metallic mass ever to fall on earth. Its original weight, before some of it was chipped, was no less than 5,360 kilos. Besides several foreign collections of note, the Museum contains Brazilian ethnographic collections of Indian weapons, dresses, utensils, etc., and a very rich collection of minerals. There are still other collections of birds, beasts, and fishes.

The AGRICULTURAL AND COMMERCIAL MUSEUM, housed in a building constructed as the British Pavilion for the Centenary Exhibition in 1922, is in the Av. Presidente Wilson. It is open from 11 a.m. to 4 p.m., except Sundays and holidays. The Museum was created to serve as a guide to the economic possibilities of the country. The varied exhibits reveal the whole process of the conversion from raw materials into finished. There are beautiful displays of silks, laces, cloths, carpeting, ropes, eatables, drinks and medical preparations, and various manufactures which have tobacco, glass, wood, rubber, wax, essential oils, and resins as a base. The

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Museum gives, in fact, a rapid bird's eye view of the total economy of a vast country.

The NATIONAL OBSERVATORY is on São Januario hill, in the São Christovão district. It was founded as early as 1827.

The FEDERAL SENATE, known as the Monroe Palace, at the end of Avenida Rio Branco.

The FEDERAL CHAMBER OF DEPUTIES, also known as the Tiradentes Palace, after the Martyr of the Republic whose statue faces the building, is in the Rua da Misericórdia. It is a handsome, modern construction inaugurated in 1930.

HOUSE OF RUY BARBOSA, Rua São Clemente, 134, Botafogo, former residence of this great Brazilian jurist and statesman, whose artistic and cultural relics it contains. Open from 11 a.m. to 5 p.m. daily, except Thursdays and Sundays.

ITAMARATY PALACE (Brazilian Foreign Office) contains much interesting old furniture, tapestry and other objects of art. Tourists should obtain permission from the Ministry to view.

CATTETE PALACE (Government House) was formerly the residence of the Barão de Nova Friburgo. It is now used for Cabinet Meetings and official receptions.

GUANABARA PALACE, formerly the residence of the Princess Isabel, is now the private residence of the President, and is also used for putting up distinguished foreign visitors.

CHURCHES.

Amongst the most interesting are the following :—

The Cathedral Church of São Sebastião, patron saint of the city which was known in Colonial days as "the Loyal and Heroic City of S. Sebastião."

The Church of Our Lady of Candelaria, in the Rua da Candelaria, is well worth a visit in order to see the beautiful interior decorations and paintings. The Church was founded in 1635, but the present building dates from 1775.

The Church of the Convent of Santo Antonio, Largo da Carioca, contains the tombs of the first Empress of Brazil, D. Leopoldina de Habsburgo e Lorena and of the Infante D. Pedro de Bourbon. The crypt also contains the tomb of a Scottish soldier of fortune known as "Wild Jock of Skallager." He was in the service of the Portuguese Government when it was seated in Brazil during the Napoleonic War, and had the distinction of being appointed the first Commander-in-Chief of the Army in Brazil.

The Church of the Capucine Friars, in the Rua Haddock Lobo, contains the tomb of Estacio de Sá, founder and first governor of the city of Rio de Janeiro.

The Church of Outeiro da Gloria, in the Ladeira da Gloria, contains some very fine specimens of 17th century Portuguese tiling.

The Church of Our Lady of Glory, in the Praça Duque de Caxias, is sumptuously decorated. It is at present undergoing extensive remodelling but when completed will be one of the finest churches in South America.

The Church of the Monastery of São Bento, entrance in Rua São Bento. Richly decorated interior, and also contains many valuable relics.

Christ Church (Anglican), formerly in the Rua Evaristo da Veiga, is now in the Rua Real Grandesa, Botafogo.

The Chapel of Our Lady of Mercy (for English speaking Catholics) is in the Rua Marquez de Abrantes.

The Union Church of Rio de Janeiro, American non-denominational, is in the Rua Paula Freitas, Copacabana.

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PARKS, SQUARES AND MONUMENTS.

The city abounds in open spaces and squares, many of which have ornamental gardens and statuary :—

The BOTANICAL GARDENS, founded 1808, are open daily, 7 a.m. to 6 p.m. The most striking features are the transverse avenues of 100-ft. palm trees. There are over 6,000 varieties of plants, a museum, herbarium, aquarium, and library. There are Victoria Regina water-lilies of 21 ft. circumference.

The QUINTA DE BOA VISTA, formerly the Emperor's private park, contains many specimen trees. The Palace now houses the National Museum and is open (Mondays excepted) from 10 a.m. to 5 p.m. Can be reached by several tram and omnibus routes.

The ZOOLOGICAL GARDENS, which contain good examples of Brazilian and imported wild animals, and a fine collection of birds, are now in the Quinta de Boa Vista.

TIJUCA FOREST, a large area of unspoiled forest and tropical vegetation, maintained by the Municipality, with excellent motor roads and bridle paths. Covers the heights of the Tijuca mountains.

PARQUE DE CIDADE. A pleasant park a short walk beyond the Gavea Tram terminus. Previously the grounds of the home of a very wealthy family, by whom it was presented to the City.

JOCKEY CLUB RACECOURSE, at Gavea, meetings on Saturdays, Sundays and holidays. Betting by totalisator only.

PRAÇA DA REPUBLICA and CAMPO DE SANT'ANNA is an extensive and picturesque public garden in the centre of the city. The square contains a monument to Benjamin Constant, one of the founders of the Republic.

The PASSEIO PUBLICO, turn right at end of Avenida Rio Branco, is a garden planned by the artist Mestre Valentim, whose bust is near the old former gateway.

PRAÇA MAUÁ, cross immediately landing from steamer, contains monuments to the Barão de Mauá, great industrialist, and Teixeira Soares, famous Brazilian engineer.

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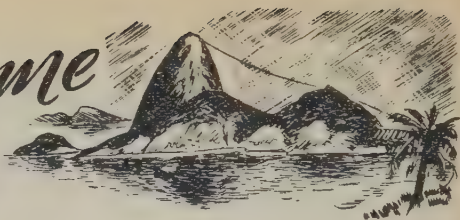
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to José Bonifácio, one of the patriarchs of the Independence.

PRAÇA 15 DE NOVENBRO has a statue to the Marquez do Herval, one of the heroes of the Paraguayan War. There is also an ancient fountain from which water for ships was formerly drawn, and statues of General Osorio and Buarque de Macedo.

ESPLANADA DO CASTELLO, with its monument to the Barão do Rio Branco, is the centre of a new district on ground reclaimed from the Castello Hill, which is being rapidly built up with modern offices, including Government Departments.

PRAÇA TIRADENTES, named after one of the national heroes and martyrs, has a statue to D. Pedro I, first Emperor of Brazil, who proclaimed the independence of the country.

PRAÇA MAHATMA GANDHI, at the top end of Avenida Rio Branco, is flanked on one side by a mass of tall modern buildings forming the cinema amusement centre of the city. The square itself is laid out with ornamental gardens, and has a massive statue of Marshal Floriano Peixoto, famous Brazilian soldier, who, as the second President, did much to consolidate the Republic. There is also a bust of Dr. Paulo de Frontin, notable Brazilian engineer, who cut the Avenida Rio Branco and carried out many other notable feats of engineering destined to modernise the town.

PRAÇA PARIS, built on reclaimed ground in the Sacco da Gloria, and laid out by the famous French town-planner, Professor Agache, is much admired by tourists for the beauty of its formal gardens and illuminated fountains. At the Avenida end of the gardens is a magnificent equestrian statue of Marshal Deodoro da Fonseca, one of the founders of the republic and its first president.

PRAIA DO RUSSELL, at the side of the Praia Flamengo, contains a monument to Admiral Barroso, victor of the Battle of Riachuelo, and another commemorates the opening of Brazilian ports to foreign shipping.

In the LARGO DA GLORIA, between Praça Paris and Praia do Russell, there is a very fine monument to Pedro Alves Cabral, the Portuguese navigator who discovered Brazil in 1500.

The LARGO DO MACHADO is the traffic centre for the tramway services to the southern suburbs. It adjoins the Praça Duque de Caxias, which contains an equestrian statue of the Duque de Caxias, one of Brazil's famous soldiers.

In the PRAIA DO FLAMENGO there are statues of a Scout, presented by the Republic of Chile, and the Aztec chieftain Chautemoc, presented as a token of esteem to Brazil by the people of Mexico.

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At the beginning of the PRAIA DO BOTAFOGO there is a monument to Admiral Tamandaré, the Brazilian "Nelson," and another to Francisco Passos, one of the greatest Lord Mayors of Rio de Janeiro. He was largely responsible for making Rio de Janeiro into a modern city. At the farther end of the Praia do Botafogo, just before turning into the Avenida Pasteur, there is a bust of that famous French scientist.

At Copacabana, in the Avenida Reina Elizabeth, will be found a bust of the late King Albert of Belgium, placed there to commemorate his visit just after the Great War.

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PÃO DE AÇUCAR (Sugar Loaf Mountain), by tram No. 4, "P. Vermelha," from Largo da Carioca, or buses No. 13, "Balm. da Urca," and 41, "Forte São Joao," from Av. R. Branco, then to the summit by aerial railway in two stages; P. Vermelha to Morro da Urca (500 ft. high); M. da Urca to Pão de Assucar (1,230 ft.). Return fares, Urca, Cr\$6.00. Pão de Assucar, Cr\$12.00. The car carries 15 passengers. It arrives at Urca in four minutes, and there a change is made to a second car which arrives at the summit five minutes later. The bird's-eye view of the city and its beaches is very beautiful.

TIJUCA FOREST, by tram No. 67, "Alto da Boa Vista," from Praça 15 de Novembro (return fare, Cr\$2.20), thence by motor-car or foot. The best way is by motor from the city. The view from the peak of Tijuca (over 3,000 ft.) gives a good idea of the tropical vegetation of the interior, together with a capital sight of the bay and the shipping of the port. Picturesque cascades and grottos may be visited on foot.

TEREZÓPOLIS (3,000 ft. above sea-level) is much visited in the summer months for its bracing air and panoramic views. Trains start from Barão de Mauá station and arrive in about 3 hours. The roads in the neighbourhood are suitable for motoring, and one is open to Petrópolis. Population, 6,000. Golf Club.

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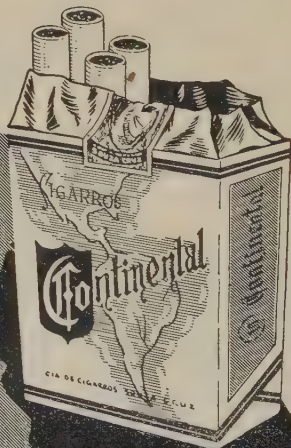
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Leopoldina Railway Station, whence trains leave for Petrópolis, the fastest making the journey of 60 miles in $1\frac{1}{2}$ hours. For the first hour the line is fairly level; from Raiz da Serra a rack locomotive hauls the train for thirty minutes through most interesting scenery. Petrópolis is the "Simla" of Rio, with numbers of picturesque private residences, largely occupied by people from the capital. It was at one time the seat of Dom Pedro I. Now it combines manufacturing industry with floral beauty and hill scenery. Population 46,823. Golf Club.

Hotels :—Quitandinha, Grand, Palace, Central, Magestoso, Cremerie.

NITERÓI, across the bay by ferries, is a residential quarter with 162,591 population, handsome provincial Government buildings and fine private houses. The bathing is excellent. Many British and American families live here. Clubs : The Rio Cricket and Athletic Association (cricket, tennis, bowls, Rugby and Association football), the Rio Sailing Club. When the port works are completed Niterói will become a port of call for transatlantic steamers.

Hotels :—Casino, Balneario, Icarai Palace, Atlantic.

NOVO FRIBURGO (2,800 ft. above sea level), popular watering place during summer months. It can be reached by train from Rio de Janeiro or Nictheroy in 4 to 5 hours. Population, 8,000.

Hotels :—Central, Magnifico, Gloria, Floresta, Sans Souci.

PAQUETÁ and GOVERNADOR Islands in Rio de Janeiro Bay, can be visited by ferry services from Praça 15 de Novembro. The former is exceptionally picturesque. Governador Island is now

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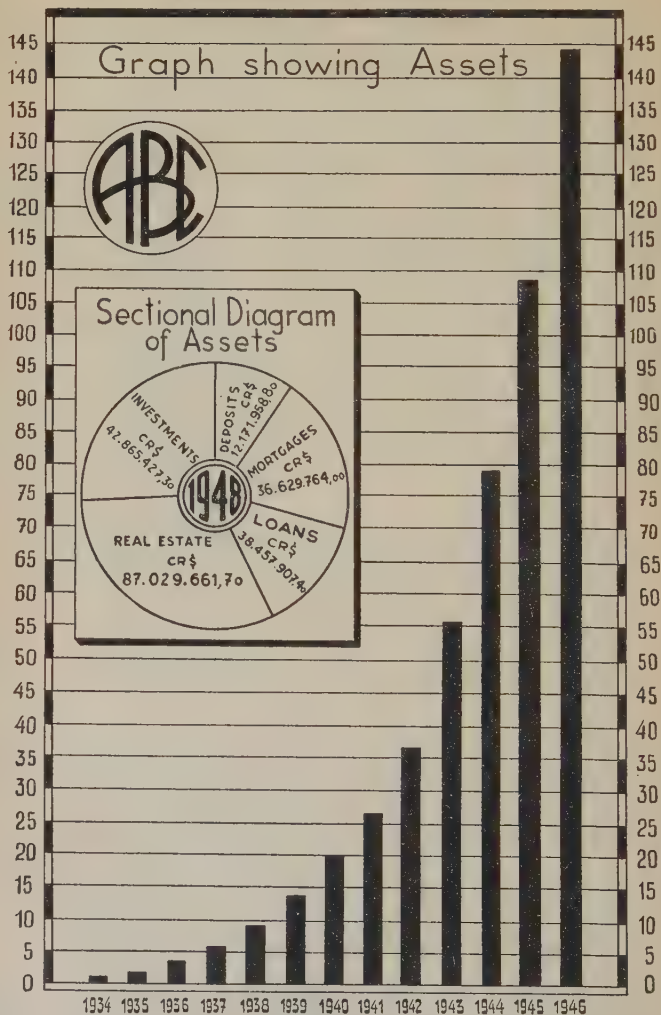
CASINO - "BOITE"

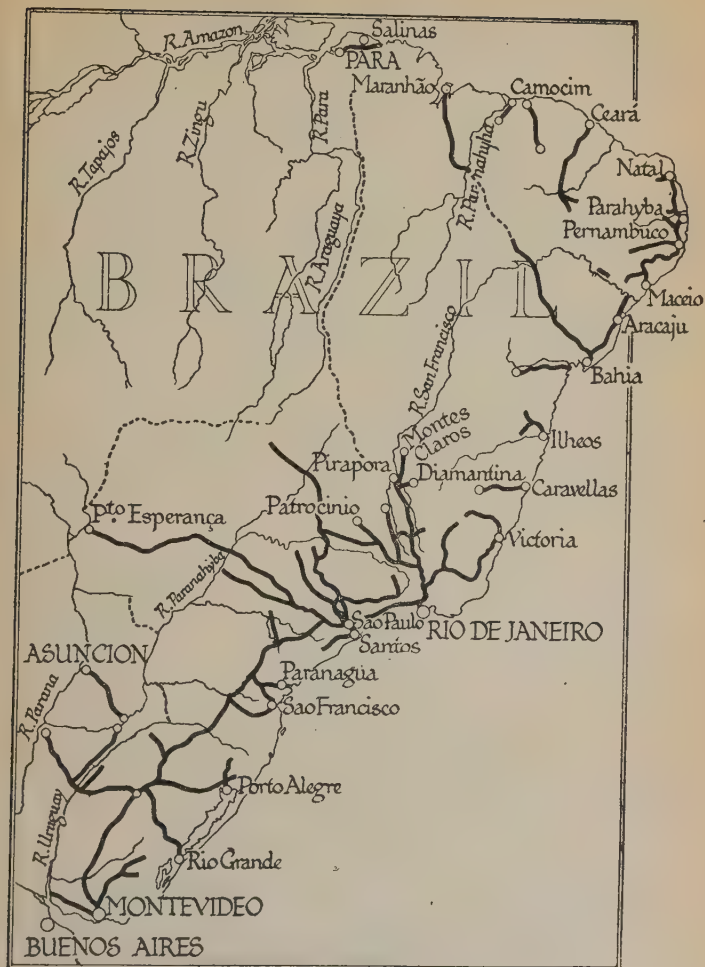
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joined to the mainland by a bridge which links the new Rio-Petrópolis road (Avenida Brazil) with the Galgão airport in the island. Galgão is the airport for the main international lines.

Santos, the leading coffee port of the world, 200 miles south of Rio de Janeiro, is the natural gateway for the foreign commerce of the thriving State of São Paulo. It is reached from Rio by ocean steamers in 12-15 hours. An excellent railway and a good highway connect it with São Paulo (55 Kilms.). A Free-Port Zone for Paraguay has been established at Santos.

The port is three miles from the open sea and is approached up the winding Santos Channel, with views of palm-dotted flat shores and irregular hills in the background. The plain upon which this city of 190,000 stands, is an island, and the extensive wharves are very active. The city has been improved in recent years by modern buildings, splendid avenues, and wealthy suburbs—outward signs of the prosperity of its inhabitants. Although best known for its commerce, Santos has a considerable local fame as a holiday resort. Increasing numbers of visitors from inland towns and neighbouring countries are attracted by the magnificent beaches, beautiful views of mountains and sea and luxuriant tropical setting.

There are fine monuments, including one in Avenida Ana Costa, to commemorate the brothers Andradas, heroes of the revolution of 1822. There are others in the Praça Rui Barbosa and Praça da Republica, the first to Bartholomeu de Gusmão, one of the pioneers of aviation, the second to Braz Cubas, founder of the city (1544).

Landing :—Steamer to wharf.

Santos Hotels.

Hotel.	Address.	Beds.	Per Person. Cruzeiros.
*Parque Balneario	Gonzaga (sea-front)	500	150-260
*Atlantico	Gonzaga (sea-front)	400	110-210
Avenida Palace	Gonzaga (sea-front)	250	70-175
Palace	José Menino (sea-front)	400	90-130
Bandeirantes	Gonzaga (sea-front)	106	75
Belvedere	Gonzaga Bay (sea-front)	130	70
Ritz	Gonzaga	100	70-125
Internacional	José Menino Bay (sea-front)	125	60-120
Washington Hotel	—	90	48
At GUARUJA (forty minutes from town) :—			
*Grande Hotel, Guaruja ..	Guaruja Bay	300	160-300

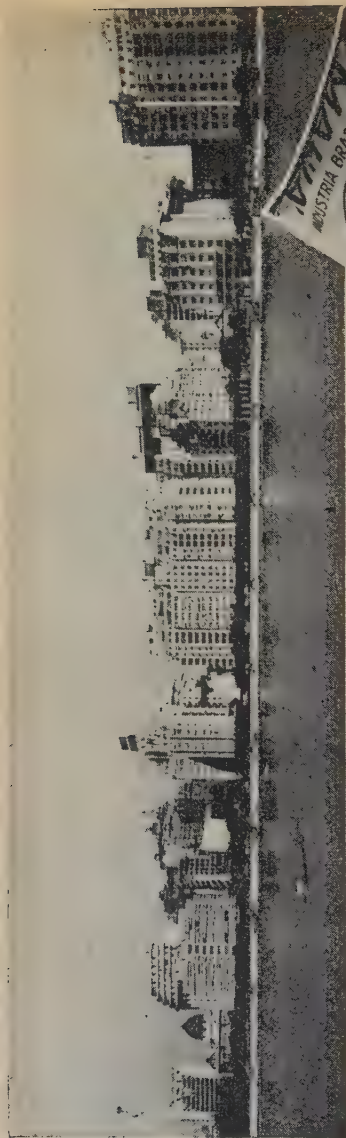
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RIO DE JANEIRO — BRASIL

Ritz rates include morning coffee but not meals. In starred hotels, prices are up 25 per cent during Carnival, Holy Week, July, and Christmas week. Starred hotels have night clubs.

Restaurants:—Restaurante Marreiros, rua Senador Feijó, 4; A Bodega, rua Visconde de São Leopoldo, 13; Bar Boêmio, Praça de Republica, 65; Atlantico Bar, next to Atlantico Hotel; Casa Hesperia, Praça Rui Barbosa, 22/24.

(For announcements of local hotels and business houses, see the later section of this book, "LOCAL CLASSIFIED ADVERTISEMENTS.")

Coastal Steamers:—Frequent regular services by Cia Costeira, south to Porto Alegre, north to Belem (Pará), and intermediate ports; or by Lloyd Brasileiro to Porto Alegre, Belem, and Manáos (Amazon River).

Rail:—Estrada de Ferro Santos a Jundiaí to São Paulo; Estrada Sorocabana from Santos to Jiquiá, and from Santos to Mayrink; hourly trains to Guarujá from opposite side of Santos River.

Motor-Car Hire:—Motor-cars can be hired on the quay side. For short journeys the fare now varies from 15 to 30 cruzeiros. The minimum charge per hour or fraction of an hour is 50 cruzeiros. These fares are for the car and not per person.

Cars can be arranged for trips up to São Paulo for four to six persons, from 600 cruzeiros according to type of car used, car being at sole use of passengers for the day. This trip is particularly recommended on fine days as giving excellent views of the surrounding country when ascending the sierra.

Royal Mail Line:—Royal Mail Agencies (Brazil), Ltd.: Rua 15 de Novembro, 190.

British Consulate:—Largo Senador Verqueira, 2.

Cables:—Western Telegraph Co., Ltd. (British), Largo Senador Vergueiro 1 and 2; All America Cables & Radio Inc., Rua 15 de Novembro, 141.

Banks:—Bank of London and South America; Royal Bank of Canada; Banco Holandês Unido; National City Bank of New York; Banco do Brazil, all in the Rua 15 de Novembro; Banco de Crédito Real de Minas Gerais S.A., Rua Frei Gaspar, 26.

Excursions from Santos.

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"A Lusitana Ltda"
Rua Colombo, 33

Agents in :
SANTOS,
"A Lusitana Ltda"
Rua Amador Bueno, 104

Santos have the choice of various outings :—

TO SÃO PAULO :—Six hours are usually necessary to make this very interesting trip. It can be done by train (Santos-Jundiaí Railway) or by motor car or motor bus. The train journey is particularly interesting. The mountain section is a cable railway and an outstanding feat of engineering. Railway time-tables can be obtained on the steamer. The six hours are long enough for a visit to the Ypiranga Monument, the Snake Farm, the City, and for luncheon in the Capital.

BUS SERVICE :—There are several excellent bus services between Santos and São Paulo which take about $1\frac{1}{2}$ hours on the journey (Cr. \$20,00 per passenger). There are also several services of express cars which make the trip in 1 hour and 15 minutes (Cr. \$30,00 per passenger).

TO ALTO DA SERRA, the summit of the forest-clad mountain range ; magnificent panoramas and views. The return journey, which can be done in under three hours, gives time for lunch at the " Alto." The trip can be made by train, motor car, or bus.

ASCENT OF MONTE-SERRAT :—A funicular railway to the summit gives a magnificent view of the town, beaches, river, and surrounding countryside. On the summit is a quaint old church, dedicated to the patroness of sea-farers, and much frequented by the newly-married who pray for the blessing of children in their lives. The top can be reached on foot. Seven shrines have been built on the way up. Annual pilgrimages are made by the local people.

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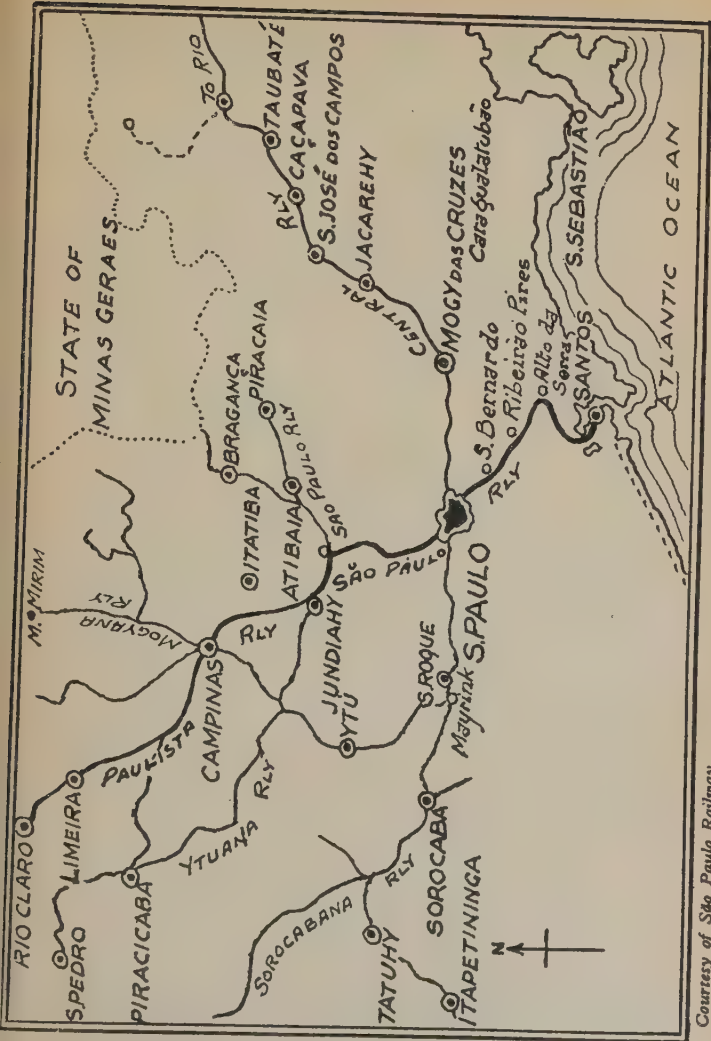
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The dock quays are 1,480 metres long, divided as follows:

- (a) 175 metres for small and shallow draught craft;
- (b) 835 metres with eight metres of water at lowest tide;
- (c) 470 metres with ten metres of water at lowest tide.

TO GUARUJA :—Leave at 9 a.m. motor along the Conselheiro Nebias to the sea front and continue along the beach to the Guarujá ferry at Ponta da Praia. On the other side proceed as far as Turtle Bay. Lunch at Guarujá. Leave at about 2 p.m., returning by car ferry and proceed along the front to the Orchid Garden in the Praça Washington at José Menino (the flowering season is from October to February). From this place proceed to Santa Terezinha, a hill near José Menino, known as the Santos Switzerland, from the top of which there is a magnificent view of the surrounding country and ocean. Return to the ship *viá* the Avenida Ana Costa, arriving on board about 5 p.m.

There is also a passenger ferry boat to Guarujá which is met by an electric train on the other side. The ferry boat leaves Warehouse No. 6, near the centre of the town, and the single fare is Cr.\$2,50.

FOR PRAIA GRANDE :—Take a motor-car *via* São Vicente Suspension Bridge. A magnificent beach, stretching for many miles, leads to the village of Immaculada Conceição de Itanhaem, where there is an interesting monastery. After recrossing the Suspension Bridge at São Vicente, stop at one of the hotels for tea, if time permits. Time required : about four hours, and cost (excluding tea) would be about Cr.\$250 for four persons.

São Paulo, the second of Brazilian cities, and the third in South America, has a population of about 1,776,000. Standing at an elevation of nearly 3,000 ft., its temperature is moderate and its air bracing. The shape of the town is an irregular polygon. The centre embraces the districts of Rua Direita, Quinze de Novembro, São Bento, and Praça Antonio Prado. This is the hub of the city, and is continually extending into new districts, where fine buildings are growing up. Many wide Avenues have recently been driven through crowded areas of narrow streets. The most notable is the five traffic way, Anhangabahú, in the centre of the city, which leads into the Avenida 9 de Julho, proceeding through double tunnels to the outskirts of the city.

São Paulo bears the impress of energy. The streets are lit by high powered electric lamps ; the water supply is excellent ; the electric tramways service is one of the best in Brazil, and is supplemented by many buses. Three suburbs, Braz, Moóca and Lapa, are given up to manufacture and the homes of the factory workers. The commercial quarter, containing the banks, offices, and shops,

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is contained within a central district known as the Triangle, and this becomes increasingly the commercial centre of the country. This centre is the surest index of the progress of the city and of the State.

Close to the viaduct that leads to the smart and sunny Praça do Patriarcha, can be seen the new and magnificent headquarters of the São Paulo Tramway, Light and Power Co., Ltd., an imposing building conceived in the classic style. It faces the new Conde F. Matarazzo building, covered entirely with white Carrara marble. Looking over the viaduct to the commercial centre the landscape is dominated by the great pile of the Bank of the State of São Paulo building thirty storeys high, and the Martinelli building, twenty-five storeys high. From the top of these buildings (permission for a visit is given) there is a wonderful view of the surrounding country.

Educational facilities are good, and there are schools for English-speaking children.

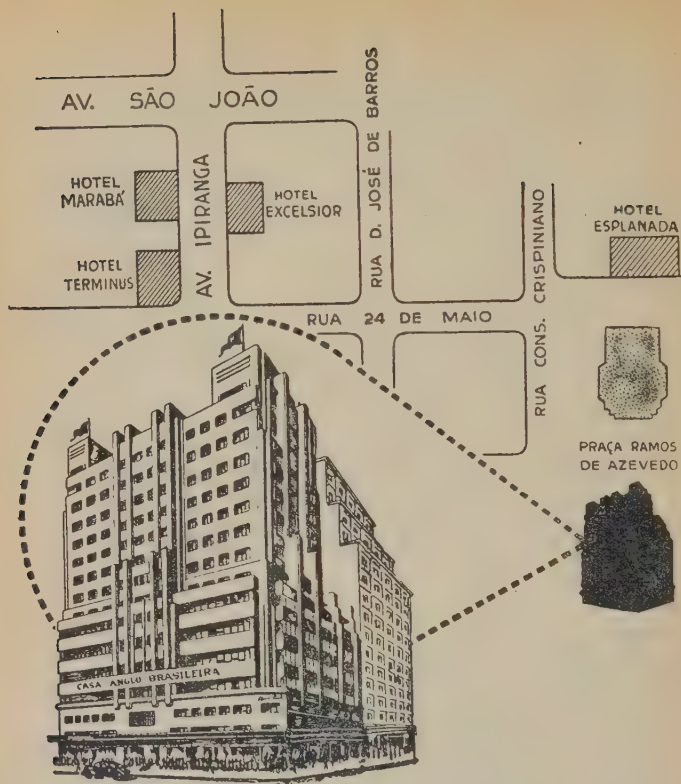
The picturesque public garden, Jardim da Luz, with its gorgeous flowers, is immediately opposite the handsome Luz Railway Station. The Largo do Palacio is the site of the chief public buildings. The Viaducto do Chá, which bridges a pleasing park, leads to the Theatre Municipal, a building of great size and magnificence. The Avenida Paulista is lined with mansions of great interest and is traversed en route to the famous Butantan Institute or "snake farm" (open daily between 8 a.m. and 4 p.m.). The Ipiranga Museum, about five miles from the centre, is a white marble palace built in 1885 on the site on which the Independence was declared by Dom Pedro I. It houses historical objects, Brazilian works of art, and a collection

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of flora and fauna. The statuary gardens and fountains in front of the Museum are of outstanding interest. The Parque do Estado is reached by a good motor road in 30 minutes. This park is in a valley surrounded by roads and contains large orchid houses. The orchids have been collected from all parts of Brazil. About 10 minutes' walk from the centre of the city is the fine new **Municipal Market**, covering an area of 27,000 square metres. This majestic building in concrete, with its fluted pillars and stained glass windows, is one of the sights of the town. Sections are devoted to the sale of all kinds of fruit, vegetables, fresh meat, groceries, fish, birds and flowers. The visitor is impressed by the many up-to-date arrangements for his service and comfort, ranging from a telephone service at each stall to the powerful pumping system whereby the market is washed daily with water drawn from three big reservoirs. The Saturday market in Largo do Arouche is also interesting. A new Municipal Library, 15 stories high, and the Art Gallery at 11 de Agosto, are well worth visiting.

The new **Municipal Stadium** in the Pacaembú valley, a new and flourishing residential district, is well worth a visit. Built on Olympic lines, in an area of 75,500 sq. mts. to hold 100,000 spectators, it is considered the most up-to-date sports arena in South America. Besides the flood-lit football ground, basket ball court and athletic tracks, there are also a covered gymnasium, open air and covered tennis courts, a magnificent illuminated 50 mts. long swimming pool, and a great hall for receptions and rallies.

The new and palatial **Jockey Club** racecourse was opened in early 1941, and is a fine tribute to the elegance of this fastest growing city in the world. It is situated in the Garden City district with easy access by bus. Race meetings are held every Saturday and Sunday.

The Municipal and Santana are the principal theatres. The chief cinemas are the Metro, Ipiranga, Marabá, Ritz, Opera, Bandeirantes, Odeon, Paramount, Rosario, Art Palacio, Broadway, Santa Helena and Alhambra. The Marabá and the Oasis are the leading Night Clubs.

THE STORY OF SÃO PAULO'S DEVELOPMENT :—Few people realise that in the heart of Brazil lies the quickest growing city in the world. So fast is it growing, and such is its potential for further growth, that

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it may well be the greatest city in South America by the end of the century. Its growth is due to many factors ; the main one is that it is the capital of a state which is already the world's coffee centre, already stands fourth in the list of cotton producers, is already one of the largest meat packing centres in the Americas. In São Paulo City itself business booms : here are well-established and fast-growing industries—clothing, chemicals, cement, assembly plants, beverages, foot-wear, and a host of others. The City indeed represents that solid core of well based economy, industry, agriculture, export and import which lies behind the facade of romance which is usually associated in the visitor's mind with Brazil.

HISTORY :—The state of São Paulo is the outcome of two "capitanias." It was Dom João the Second of Portugal who divided Brazil, for ease of administration, into 12 regions, each region known as a "capitania." The capitanias of São Vicente and Santo Amaro were given by the Portuguese king in 1534 to two brothers. In January 1536, they founded São Vicente; the first city in the Brazils to be founded by European colonists. Nearby Santos was founded in 1537.

A few years later, two Jesuit priests climbed the Serra do Mar and got to the Indian village of Piratininga, about 50 miles from Santos. On January the 25th, 1554, they founded the city which was to become later the capital of the state of São Paulo. The new town was given the name of São Paulo, in honour of the patron saint of the day.

The white population grew rapidly, and racial difficulties became

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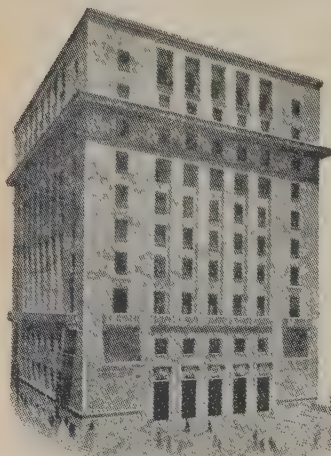
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acute. The Indians attacked the city strongly but unsuccessfully in 1580. The seat of government was moved to São Paulo in 1681, and in 1711 the town was raised to the category of a city by decree of Dom João VI, King of Portugal.

São Paulo exerted a powerful influence in the movement which led to the independence of Brazil in 1822. It was, indeed, on the banks of the Ypiranga River, near the city, that Prince Dom Pedro uttered his famous cry: "Independence or Death," on September 7th, 1822. São Paulo was again to the forefront in the movement which led to the proclamation of the Brazilian Republic on November 15th, 1889, when it became one of the twenty states of the Brazilian Federation.

The City, set at 800 metres above sea-level on the heights of the plateau of the Serra do Mar, was always famed for its pleasant and healthy climate. (The annual temperature averages 69.3 degrees F. for the warmest months and 57.9 degrees F. for the coolest.) It was this climate which attracted the large number of Portuguese and Spanish immigrants—the climate and its geographical position, for the city lay between the port of Santos and the hinterland from which it bought and to which it sold goods. It offered the best chances of a quick fortune to the new comer.

In less than a century the little colonial village had turned into the world's fastest growing city. Consider: its population in 1920 was 579,033 to Rio de Janeiro's 1,000,000. In 1947 it was 1,776,000, against Rio de Janeiro's 1,994,000. A 21 per cent increase between 1930 and 1934 was greater than anything ever known in the world before.

Perhaps the easiest way of grasping what has happened is to take the number of its houses and buildings. In 1920 it had 59,800. To-day it has about 200,000. In 1945, 12,838 building licenses for new homes and flats were issued, a staggering rate of 35 per day, or between one and one-and-a-half per hour!

The industrial development of São Paulo is equally astounding. In 1935, its industrial output reached Cr2,918,000,000. In 1940, this had more than doubled. And the city's income has more than trebled in ten years.

Now for the reasons for this development. Its position, certainly, at the centre of so much agricultural wealth; and its climate, which makes the Paulistas the most hard working and energetic people in

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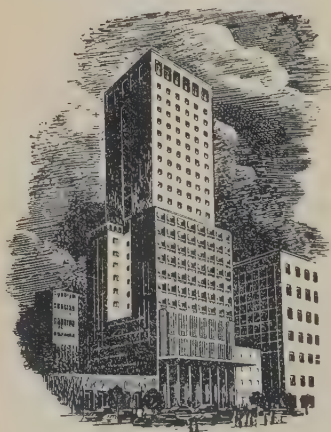
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Brazil. But there is another and a most important factor: the availability of endless power. In the absence of good coal and other fuel supplies Brazil has to depend on hydraulic power for its energy. And São Paulo has close at hand (about 35 miles by transmission line) one of the world's greatest hydraulic developments.

Water falling on the plateau on which São Paulo is built forms rivers which flow towards the interior and finally reach the sea at Buenos Aires, 2,500 miles away. Cheap electrical power has been tapped by damming these rivers into two huge artificial lakes—Lake Guarapiranga and the Rio Grande Reservoir. Each of these dams backs up about 30 miles of streams which originally flowed inland to the Paraná River. Turbines at the foot of a 2,160 foot drop are capable of generating 1,000,000 horse-power, about three times the power used to-day. This is the main source of power for São Paulo and Santos, though there are other hydraulic plants supplying both cities. The result has been that São Paulo, which accounts for about 40 per cent. of all Brazil's productive capacity, now consumes some 106 million k.w.h. a month.

(At the edge of Lake Guarapiranga a large garden city, Interlagos, is being built. Eventually this development will house about 6,000 people. It will have streets, parks, a beach, and boating facilities).

When one thinks of industry in Brazil, one automatically thinks of São Paulo, where industry is, fortunately, much more diversified than is usual in manufacturing cities. The leading industries are spinning and weaving, tanning, machinery, chemicals, paper, lumber, footwear, clothing, ceramics, building and construction materials.

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But there are developments in hand. One of them is the rapidly expanding industry of steel and machinery manufacture. Another is the possible establishment of an aluminium refining plant. There are high-grade bauxite deposits within easy reach of the city, and the necessary skilled technicians are available locally.

It must not be forgotten, however, that the city is linked indissolubly with the two great state productions—coffee and cotton. The State of São Paulo produces from 60 to 70 per cent. of all Brazil's coffee in its famous red soil, and over half its cotton. Other crops are rice, maize, castor-seed, bananas, oranges, and other fruits.

TRANSPORT :—A great factor in the development of São Paulo has been its rail-road facilities. The Central do Brazil connects São Paulo with Rio de Janeiro (498 kiloms.). The São Paulo connects it with Santos (74 kiloms.), and other centres *en route*. The Paulista, Sorocabana, and Mogyana railways connect São Paulo with the interior and with neighbouring states.

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São Paulo Hotels.

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			200/240	300/320
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MARABÁ, Avenida Ipiranga 757 ..	78	150	120/180	160/270
TERMINUS, Avenida Ipiranga 741	71	140	100	110
SÃO PAULO, Praça da Bandeira 11	204	360	90/130	150/180
CINELANDIA, Avenida São João 613	70	140	45/65	75/95
PLAZA, Avenida São João 407 ..	41	82	70	115
AMALIA, Rua Xavier de Toledo 250	42 apart. 18 rooms	98	80/100	120/130
GRAN PARÁ, Praça da Bandeira ..	42	80	70/90	90/120
INCA, Av. São João, corner of Rua Consel. Nebias	60 (Apart.)	140	50/70	90

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(For announcements of local hotels and business houses, see also the later section of this book. "LOCAL CLASSIFIED ADVERTISEMENTS.")

Restaurants:—Mappin, Caverna Paulista, Caverna Santo Antonio, Palhaço, Pinguim, Freddy.

Tea Rooms:—Mappin, Yara, Candy (tea room and lunch), Selecta, Viennense, Viaducto.

Golf Courses:—There is an 18-hole golf course at Santo Amaro. At Pirituba, near Pirituba Station, is a sporting 9-hole course.

EXCURSIONS:—Electric trams (running along short circular lines) ; Avenida, Campos Elysees, Avenida Angelica, Santa Cecilia, and Paraizo. Out of town (one hour to one and a half hours return) by electric tram : Bosque da Saude, Parque Jabaquara, Lapa, Penha, Santo Amaro, Jardim da Acclimação Pinheiros and Santa Anna. There are 'buses to all parts of the town and suburbs, also between S. Paulo and Santos. Taxi-cabs cost 20 cruzeiros per hour or taximetre. Visits to fazendas and round trips by motor into the surrounding country are organized by the "Exprinter" Agency. The "Good Roads Association" has drawn up six motor-car routes through the most interesting parts of the State. These routes are detailed in "São Paulo," the official year-book of the local British Chamber of Commerce.

Rail:—The Estrada de ferro Santos a Jundiáhy (ex São Paulo Railway to Santos and interior) ; Paulista Railway into the coffee, fruit and cattle districts ; Central Brazilian Railway to Rio de Janeiro ; Sorocabana to Southern Brazil and Uruguay ; Companhia Mogyana to north-east of the State and south of Minas Geraes.

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Addresses:

British Consulate, Rua Barão Itapetinga 93, 5th floor.

U.S. Consulate, Largo São Francisco 181, 4th floor.

British Chamber of Commerce of São Paulo and Southern Brazil, Rua Barão de Paranapiacaba 64. Caixa Postal 1621. (Telegraphic address : "Britchamb, São Paulo.")

American Chamber of Commerce for Brazil, Viaducto Boa Vista 67, 4th floor.

Samaritan Hospital, Rua Conselheiro Brotero, 1486.

Sociedade Brasileira de Cultura Inglesa, Rua José Bonifácio, 110, and Avenida Higienópolis 449.

Banks :—Bank of London and South America, Rua 15 de Novembro, 165 ; Royal Bank of Canada, Rua 15 de Novembro, 240 ; Banco Holandês Unido, Rua da Quitanda 101 & 114 ; National City Bank of New York, Praça Antonio Prado ; Banco do Brasil, Rua Álvares Penteado 112 ; Banco Brasileiro para a América do Sul, S./A. Rua 15 de Novembro, 213 ; Banco Auxiliar de São Paulo, Rua Boa Vista 68/74 ; Banco Comercial do Estado S. Paulo, Rua 15 de Novembro, 336 ; Banco Comércio e Indústria de S. Paulo, Rua 15 de Novembro 279 ; Banco Estado S. Paulo, Rua 15 de Novembro, 251 ; Banco S. Paulo, Rua 15 de Novembro, 347 ; Banco Mercantil de S. Paulo, Rua Alvarez Penteado, 165 ; Banco de Crédito Real de Minas Gerais S.A., Viaduta Boavista, 80 ; First National Bank of Boston, Rua 3 Dezembro 50.

Cables :—All American Cables & Radio Inc., Rua da Quitanda 100-106. Branch Office : Hotel Excelsior. Western Telegraph Co., Ltd. (British), Rua 15 de Novembro, 245 ; Branch Office : Hotel Esplanada.

Royal Mail Lines :—Praça Ramos Azevedo 264 (Ed. Hotel Esplanada).

Bahia :—São Salvador de Bahia de Todos os Santos—to give it its full title (or simply Salvador)—is the fourth city of Brazil. Population, 331,609. Founded in 1549, it was till 1763 the capital of Brazil. Many of the seventy churches, the fortifications, and some other buildings date from the sixteenth and seventeenth centuries. The commercial quarter and the picturesque market with its negro occupants are in the lower town, but Government buildings, shopping districts, and main residential quarters are on a small plateau 195 ft. above the lower city. The upper and lower towns are connected by motor roads as well as by four public lifts close to the Custom house. There are also two rack lifts on inclined planes farther down the city. The great centre of the cocoa and tobacco trades, famous for its cigars and cigarettes, Bahia has large exports of piassava, cocoa, coffee, hides, and general produce. Salvador is the capital of the State of Bahia.

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Steep motor roads ascend to the upper city, where interesting drives can be taken along the Avenida, across Praça Castro Alves, past the São Bento church (rebuilt after 1624), the Instituto Geographico e Historico, São Pedro Fort (1646-1877), and the fine Praça 2 de Julio (also known as Campo Grande), with its Column. The route can be continued past the British Club, the Chamber of Deputies, the Victoria and the Graça church (rebuilt 1770), down the Barra Hill, past forts and the lighthouse at the bar, to Avenida Oceanica and along the sea front to the fishing village of Rio Vermelho. São Francisco, Church and the Cloisters (ladies not admitted) are especially worth a visit.

Landing:—Alongside the quays.

Hotels.

Name.	Address.
Palace Hotel	Rua Chile.
Hotel Meridional	Rua Chile.
Hotel Nova Cintra	Rua Chile.
Pensão Anglo-Americano	329, Victoria.

Conveyances:—Motor-cars, Cr\$50 per hour, Cr\$25 per half-hour or fraction thereof. Runs outside the city usually by mutual agreement. Trams: Cr\$0.50; Lifts between upper and lower town, Cr\$0.20.

Steamship Services:—Regular calls by the principal vessels to and from Europe and the States. National coastal steamers.

British Consulate:—Wildberger Building, Avenida Estados Unidos.

Cables:—Western Telegraph Co., Ltd. (British), Rua Portugal, 23. Sub-office: 2 Praça Azevedo, Fernandez, Barra.

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Belem (or Para), one of the handsomest of South American cities, 90 miles from the open sea and slightly south of the Equator, is the great port of the lower Amazon. The climate is hot (mean

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temperature, 79° F.), but frequent showers help to keep the streets clean. There are fine squares, broad and shady boulevards, a riotous vegetation, and handsome buildings. Population, 235,576. The Praça da Republica is the most considerable of the city squares. Here a tram may be taken to the Goeldi Museum, whose grounds include collections of palms and epiphytes and of Amazonian animal life. The Bosque beyond the Museum is a jungle park. The cathedral is eighteenth century, and the white marble Paz Theatre is one of the largest in the country. The commerce is largely in rubber, nuts, cacao and timber. The roads out of the city are indifferent. A railway leads to Bragança (144 miles) on the seaboard.

A vast drainage programme has been started to protect Belem from the flood waters of the Amazon and make it a more healthy city. A huge dyke is being built around three sides of the city along a course cut out from the jungle. The dyke will be an earth embankment high enough to cope with the worst floods on record. It will be fitted with flood-gates which will close automatically when the tide rises, and open when the tide is low to release any accumulated water from the frequent tropical showers. This, it is held, will be a model for similar undertakings throughout the Amazon Valley.

Landing:—Usually alongside.

Cables:—Western Telegraph Co., Ltd. (British), Boulevard Comandante Castilhos Franca, 83-87.

Bank of London and South America.

Hotels:—Rotisserie Suisso, Praça da Republica, 15 beds, Cr\$14.00 per day; Hotel America, Rua Cons. J. Alfredo, 40 beds, Cr\$10.00—Cr\$14.00 per day; Grande, Pça. Republica, Cr\$30.00 to Cr\$55.00.

Steamship Services:—Regular communication with New York, Liverpool, Buenos Aires, and occasional communication with New Orleans and with Panama Canal and Pacific Coast. Coastal services to Southern Brazil twice weekly; weekly to Manaus, occasional to Iquitos.

British Consul:—Praça Visconde do Rio Branco, 38.

Porto Alegre is 170 miles north of the deep sea port of Rio Grande, inside the Lagoa dos Patos, and lies at the junction of five rivers which flow into the Rio Guaíba, and thence into the Lagoa dos Patos, one of South America's largest fresh water lakes. It is the capital of the most southerly State of Brazil, Rio Grande do Sul, and the most important commercial centre south of São Paulo, with a population of 310,817. The Germanic element is still most marked in Porto Alegre and surrounding districts. At one time about 14 per cent of the population was German speaking.

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Porto Alegre is rapidly becoming one of the most up-to-date cities in Brazil, with skyscrapers, new buildings and roads springing up on all sides. The panorama is delightful. The older residential part of the town is on a promontory of fair height, dominated by the Governor's Palace, the imposing stone cathedral under construction, and the two high white towers of the old church of Nossa Senhora das Dores. The granite cobblestone streets in the centre of Porto Alegre are famous for their undulations, and some have extremely steep gradients. Its tramway system remains unrivalled in Brazil; this has now been supplemented by frequent bus services to all the outlying suburbs. The climate is temperate, and the surrounding suburbs are found agreeable by an increasing number of visitors.

A large number of good concrete roads radiate from the City, and all weather roads are open to São Paulo (3 days) and Lages (363 kiloms.). Delightful motor drives can be taken throughout the surrounding hills and along the lakeside. The landscape is very hilly and picturesque, in many ways resembling the European countryside.

Porto Alegre can be considered a port for ocean going steamers up to a limited draft, fifteen feet six inches being considered the safe maximum. The channels at each end of the Lagoa dos Patos require constant attention and dredging to keep them open to shipping. Plans are afoot whereby these channels would be widened and deepened, to enable some of the larger vessels to reach Porto Alegre in safety. British, American and Continental Steamship

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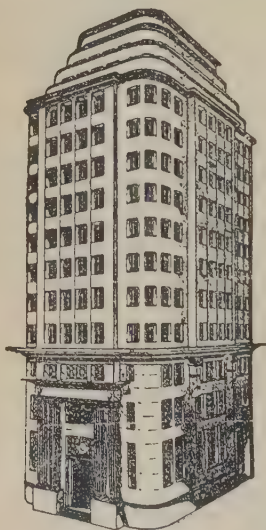
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Lines maintain regular services of cargo vessels to and from Porto Alegre.

Large areas of reclaimed land have been used for building, further areas are still being reclaimed and will be used to extend the present port facilities and quays.

There are two commercial landing fields and one airport, for this is the mid-way calling place for international air services between Rio de Janeiro, Montevideo and Buenos Aires.

Porto Alegre's most important industries are devoted to food products, textiles, metallurgy, chemicals and furniture. The chief exports are, rice, timber, tobacco, cattle products and wine.

Hotels :—Grande, Novo Jung, Preto, Paz, Carraro and others.

Points of Interest :—The Racecourse, on which meets are held Saturdays and Sundays ; The Country Club (picturesque 18 hole golf course and riding) ; the Parque Farroupilha, which includes a small zoo and botanical gardens ; and a number of picture palaces and theatres. The city water works are one of the sights of Porto Alegre, attractively laid out with surrounding gardens.

Excursions :—Tristeza, Ipanema, Belem Novo, (river bathing resorts served by bus routes), Belem Velho and Caxias (up in the hills—the latter being the centre of the Brazilian wine industry), Tramandahy, Imbe and Cidreira (on the Atlantic coast and two to three hours distant by road). Visitors should also drive to the nearby towns of São Leopoldo and Gravatahy, connected by concrete roads to the city, and to Novo Hamburgo (New Hamburg) originally populated by German settlers. Other bathing and holiday resorts (Alegria, Villa Elsa and Florida) are on the opposite side of the river, and easily accessible by river boats and car ferries.

Rail :—To São Paulo (4 days), Montevideo (2½ days), and Buenos Aires. Trains three times weekly to the north, and four times per week to the Argentine and Montevideo.

Coastal Steamers :—Brazilian passenger steamers to and from Rio de Janeiro and northern ports regularly ; the trip takes about 5 days to Rio de Janeiro and up to 14 days to the northern ports. Smaller steamers leave twice weekly, calling at intermediate ports. There is no regular direct passenger steamer communication between Porto Alegre and the River Plate.

Addresses :—

British Consulate, Edifício Bier & Ulmann, 5th Floor.

U.S. Consulate, Rua dos Andradas.

British Club, Av. Carlos Gomes 534 (Mont Serrat).

Bank of London & South America Ltd., Praça da Alfandega.

Royal Mail Lines Agents, Avenida Maua 891.

British South American Airways Agents :—

Cranston Woodhead & Co. Ltd., Avenida Maua 891

Cia Navegação das Lagoas, Edifício Paisandu.

Cables :—Western Telegraph Co., Ltd. (British), Rua Sete de Setembro, 1133.

Recife (Pernambuco), ordinarily the first port of call for west-bound ocean passengers, is the most important city in Northern Brazil. It consists of three portions connected by bridges : (1) Recife (the Reef), lying on a peninsula ; the port is often known by this name ; (2) São Antonio, on an island between the peninsula and the mainland ; (3) Boa Vista on the mainland. The three districts

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are connected by stone and iron bridges. Wide avenidas have been cut in recent years, and high modern buildings have replaced the narrow streets of former times. Because the waterways run through the city, Recife is often called the "Venice of Brazil." Motor buses connect the business quarter with the suburbs. The population is 450,000, and the proportion of coloured folk is large. Sugar is produced in large quantities, and cotton, coffee, etc., is grown in the district. Good motor roads radiate from the city into the State, and a regular passenger service is operated to Parahyba City. There is a road to Maceio.

The port is 1,120 nautical miles from Rio de Janeiro, which is reached in three days by mail steamer from Recife. Bahia is 400 miles away, and Maceió 120 miles. It is served by the National coastal lines as well as by ocean steamers. All mail steamers now go alongside the quay, from which the centre of the city is easily reached.

Shopping Centres:—Rua Nova (New Street) in Recife, S. José Market, and Rua Duque de Caxias.

Points of Interest:—There are various old churches in the town and some of these are well worth a visit.

Excursions:—Olinda, a seaside resort and the old capital, is five miles to the north and is served by a regular service of motor-buses. This town contains many old Dutch churches, some of which have been converted into monasteries and convents.

Bôa Viagem is to the south of Recife, and is the newest and most fashionable residential quarter of Pernambuco. An imposing promenade runs along the sea shore for a distance of five miles. This commands a striking view of the Atlantic, whilst the other side is fringed with a belt of coco-nut palms among which are modern chalets and villas. The journey by car from the town takes about half an hour, and gives a good idea of the recent progress made in Pernambuco.

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Hotel Central ..	Avenida Manoel Borba ..	70	80-200 "
Pensão Beause Jour ..	Avenida Benfica, 198 ..	24	35-40 "
Pensão Petropolis ..	Av. Rosa e Silva, 975 ..	17	20-30 "

(For the announcements of local business houses, see also the latter section of the book, "LOCAL CLASSIFIED ADVERTISEMENTS.")

Rail:—Recife is the headquarters of the Great Western Railway of Brazil, with lines south to Maceió, north to Parahyba and Natal, and a central route to Rio Branco.

Coastal Steamers:—Three regular lines of steamers run frequently between Brazilian coastal ports, *viz.* Cia de Navegação Lloyd Brasileiro, Cia. Costeira, and the Lloyd Nacional.

Addresses:—

British Consulate, Western Telegraph Building (first floor), Praça Arthur Oscar, 91, Recife.

U.S. Consulate, Edifício da Sul America, 6th floor.

Banks:—Bank of London and South America; Royal Bank of Canada; National City Bank of New York

Cables:—Western Telegraph Co., Ltd. (British), Praça Arsenal da Marinha 91.

Royal Mail Lines:—Rua do Bom Jesus, 226, Recife.

OTHER TOWNS.

Aracajú, capital of Sergipe, 270 miles by rail north of Baía, 900 miles from Rio de Janeiro, and the most considerable port between that city and Maceió, has a population of 67,398. It stands on the right bank at the mouth of the Cotinguiba River, and is reached by steamer from Maceió or São Salvador. Industries: tanneries, cotton mills, coconut, sugar. Products: cotton, sugar, rice, coffee, vegetable oils, salt, and hides.

Hotels:—Marozzi, Brazil, Internacional.

Bagé, state of Rio Grande do Sul, on the Bagé River, 140 miles from Pelotas, 170 miles from Rio Grande, and 200 miles from Santa Maria, is important as the centre of the xarque industry. It is reached from Santa Maria or Rio Grande by rail. The main products, besides cattle and dried meat, are potatoes, maize, alfalfa, and wine. Population, 31,763.

Hotels:—Sebastião Condista, Martinez e Caminha, Madrugá Leite e Irmão.

Belo Horizonte, on the Central Railway, 376 miles north of Rio de Janeiro, capital of the prosperous State of Minas Gerais,

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is the second of the inland cities. Nearly 2,500 ft. above sea-level, its climate is invigorating, and its surroundings are beautiful. On the beautiful artificial Lake Pampulha is a glass and marble Casino and a Yacht Club. It is well planned and built, and has numbers of Italian and German settlers. It is the centre of important mining and agricultural industries, as well as of diamond cutting. A motor road to Rio is already completed, and another is being built to São Paulo, passing through Oliveira. Population, 241,337. Cotton from the San Francisco Valley goes to the local cotton mills. The main products are gold, iron, manganese, and cattle. The town can be reached from Rio de Janeiro by plane in 75 minutes or by train in 16 hours.

Hotels:—Grande, Brazil-Palace, Majestic, Sul-Americana.

Bank of London and South America, Banco de Crédito Real de Minas Gerais S.A.

Blumenau, state of Santa Catarina, stands on the Itajai River, 42 miles from Hansa and midway between Florianopolis and Joinville. It is a prosperous agricultural and manufacturing district settled principally by Germans. Population, about 90,000.

Blumenau is served by small lighters only, but a railway is being built between Itajai and Blumenau and is to be continued into the interior. The roads to the north, south, and centre of the State are good, and there are some intermittent air services north and south.

Hotels:—Bão Vista, das Palmeiras, Holetz, Wuerges.

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train journey from the city, and 8 hours' steaming by coastal vessel from Pernambuco. It is a regular port of call for the Pernambuco-Pará coastal steamers. Population, 3,000.

Campinas, 65 miles from São Paulo, upon the Paulista Railway, a town of 78,914 inhabitants, is important as a clearing-point for the coffee crop, and itself a large centre of coffee production and of the silk-rearing industry. There is a good and highly picturesque motor road from São Paulo. This route is a favourite one for tourists who wish to see the plantations and visit the beautiful waterfalls of Salto d'Itu. Distance from Santos, 90 miles. Altitude, 2,200 ft. Temperature, 32°F. to 98°F. Main products: coffee, cereals, cotton, sugar, and vegetable oils. There are sugar refineries, foundries, tanneries, soap and cosmetic works.

Hotels:—Pinheiro, Victoria, Campinas.

Railways:—The Mogyana, the Paulista, and the Sorocabana railways serve the town.

Campos, in the state of Rio de Janeiro, stands 35 miles from the mouth of the Parnaíba River, and 170 miles from Niterói, whence it is reached by the Leopoldina Railway. A great deal of business is done in sugar refining, alcohol distilling, and fruit preserving. Coffee and tobacco are cultivated in the neighbourhood. Population, 52,677.

Hotels: Amazonas, Fluminense, Estação.

Caxambú, 231 miles from Rio de Janeiro, 932 metres above sea-level, is famous for its mineral waters, specially recommended for diseases of the stomach, kidneys, and bladder. The seasons are from January to April and September to October. There are excellent hotels at this Spa, and about 10,000 visitors frequent it every year.

Ceará (Fortaleza), capital of the State of Ceará, with a population of 220,000, has a protected roadstead where ships drawing up to 27 ft. discharge into lighters at Mucuripe Point, 5 miles east of the town. There is also an unfinished quay wall 400 metres long for ships drawing up to 27 ft. Ceará is 610 miles from Pará and 550 miles from Pernambuco. Booth Line, Lamport & Holt Line, and Lloyd Brasileiro connect with Europe and New York; Chargeurs Reunis with France; and Moore-McCormack Lines with Atlantic and Pacific coast ports of North America. There are good coastal services, north to Pará and south to Pernambuco, Baía, Rio, etc., with a large coastal trade. The district exports cotton, ores,

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carnauba wax, hides, skins, castor seed and oils, both to Europe and America. There are fair motor tracks throughout the State of Ceará and road connection extends to Pernambuco.

Hotels :—Excelsior and Palace (Cr\$80 per day).

Rail :—From Fortaleza to Baturite, Iguatu and Crato (480 miles). There is a junction to Sobral, where there is rail communication with the port of Camocim and with the town of Cratheus.

Bank of London and South America, etc.

Cables :—Western Telegraph Co., Ltd. (British), Rua Floriano Peixoto, 130.

Corumbá, the chief commercial city in Mato Grosso State, is upon the Paraguay River and in regular steamer communication with Buenos Aires. It is 11 miles from Puerto Suarez, on the Bolivian frontier. The urban population is about 15,000. The town stands upon rising ground (altitude, 360 ft.), and its flat-topped buildings look imposing from the water. São Paulo is reached by steamer to Porto Esperança and the North-Western Railway. A railway is now being built to Porto Esperança, where a bridge will carry it across the Paraguay River to connect with the through line to Santos. Trains are now running on the first 385 kiloms. of the Corumba Santa Cruz Railway, in Bolivia. Principal exports : Hides, jerked beef, ipecac, and skins.

Hotels :—Venizellos, Carbalhal.

Shipping :—Dodero steamers to Concepción and Asunción once a fortnight.

Curitiba, capital of Paraná State, a city of 160,592, enjoys a bracing climate due to its elevation of 3,120 feet, on the plateau of Cubatão. The town is picturesquely laid out. It is commercially important as the chief centre of the herba-matté trade, its proximity to extensive pine forests and to considerable coffee plantations. It

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is connected by rail with the port of Paranaguã (65 miles), with São Paulo to the north, and Joinville to the south. Motor roads are open to São Paulo, southwards to Porto Alegre, (630 miles), eastwards to the Ports of Antonia and Paranaguá, and westwards to Ponta Grossa (93 miles, passable most of the year).

Hotels :—Grande Hotel Moderno, Braz, Johnshe, Palace, Iassi, Roma.

Banks :—Bank of London and South America ; Banco de Crédito Real de Minas Gerais.

Cables :—Western Telegraph Co.'s Agent : Lauro Grein, Rua Voluntarios da Patria 117.

Cuiabá, capital of Mato Grosso State, upon Cuiabá River, a tributary of the River Paraguay, is reached by rail and water from Corumbá. Altitude, 770 ft. Population, 62,104. The district is pastoral ; gold and diamonds are produced, and it is a great collecting centre for ipecac. There is a road to Campo Grande, 880 kiloms. (connecting there with roads to Ponta Pora, on the Paraguayan border), to the São Paulo border *via* Porto Alegre, and to Aquidauna. Other roads lead to Diamantina, 124 miles, and to Riberao Clara (completed for 75 miles).

Hotel :—Grande Hotel.

Diamantina, in the State of Minas Gerais, 560 miles north of Rio de Janeiro, is the centre of the diamond industry. It is in the hills, 3,670 ft. above the sea, and has a mild climate with 65 in. of rain per annum. It is served by the Central Railway *via* Curralinho. Population, 8,000.

Florianopolis, capital and chief port of the small State of Santa Catarina, stands on Santa Catarina Island. It is a port of call for coasting steamers, being 450 miles from Rio de Janeiro, 350 from Rio Grande, and 260 from Santos. It is now connected with the mainland by a steel bridge 850 metres long, with a span of 350 metres. Population, 53,400. There are roads northwards to Joinville, south to Tabarao and thence to the borders of Rio Grande do Sul, and west to Lages, and so northwards towards Barracao on the Argentine frontier.

Hotels :—La Porta, Metropole, Majestic.

Cables :—Western Telegraph Co., Ltd. (British). Rua Joao Pinto, 26.

Rail :—To Itajaí, Blumenau, Joinville, Curitiba, São Paulo ; to Lages ; to Porto Alegre.

Fortaleza.—See Ceará.

Goiânia, capital of the State of Goiaz, is on the Vermelho River, 20 miles from Curralinho. Altitude, 1,600 ft. Population, 54,993.

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Hotel:—Cinco de Novembro.

Ilhéus, in Baía State, 120 miles south of the city of Baía, stands near the mouth of the Cachoeira River. The port serves a district producing about 65 per cent. of the cacao crop of Brazil, and is in direct ocean communication with New York. It promises to become the chief distributing-point for the south of the State. Coasting steamers call and produce is collected by means of the Bahia South-Western Railway, which runs inland to Itabuna, with branches to Agua Preta, Sequeria do Espinho, Rio de Contas and Jequié, fertile cacao districts. Other main exports are piassava, cocoa butter and timber. District population, 50,000.

Hotels:—Britanico and Ilheos.

Itajai, port at the mouth of the Itajai river and in the State of Santa Catarina, has a breakwater with protected channel. The channel has quays under construction. The Port is well served by coasting and some ocean vessels of moderate size, and is the centre of an important surrounding and up-country district largely colonised by Germans and some Italians. There are good road connections with the north, south and centre of the State, and a railway between Itajai and the Blumenau hinterland is being built. The population is 20,000.

Hotels:—Grande, Comercial.

Jahú, in the State of São Paulo, is on the Jahú branch of the Paulista railway, 230 miles from São Paulo (11 hours' journey). It

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Hotels:—Central, Paulista, Internacional.

João Pessoa, capital of the State of Paraíba, on the Paraíba River, with 107,703 inhabitants, is used for coasting traffic. Ocean-going steamers load and unload at Cabedelo, 11 miles away by rail, where there is a wharf and a rail connection with Recife (133 miles). The old monasteries are worth seeing. The earth road to Recife is passable all the year round. Products: sugar, cotton, mandioca.

Hotels:—Luso-Brasileiro, Globo, Parahyba.

Cables:—Western Telegraph Co.'s Agent: Arnaldo Von Sohsten, Praça Antenor Navarro 47.

Joinville, State of Santa Catarina, at the head of the small Cachoeira River, is 25 miles by rail and water from São Francisco do Sul, its sea port, 140 miles north-west of Florianopolis, and 105 miles from Rio Negro. A large number of German settlers are engaged in agriculture and industry. The town has good road and rail connections with the north, south, and centre of the State. Small coasting vessels can reach Joinville and do a good trade. Population, 60,000.

Hotels:—Palacio, Grande, Avenida, Trocadero, Central and Florida.

Cables:—Western Telegraph Co.'s Agent: Horacio N. de Oliveira, Rua Nove de Marco 586.

Air Services to Itajahy and the south; also to Curitiba and the north.

Juiz de Fora, in the State of Minas Gerais, is the premier town in Brazil for the production of knitted goods, and the third largest manufacturing town. It lies between the Mar and Mantiqueira mountain chains, in a deep valley. Population, 85,000; altitude, 2,170 ft. It lies on the Paraíba River, 170 miles from Rio de Janeiro by the Central Railway (8 hours), or by road. The climate is exceptionally pleasant. The most important industries are textiles, brewing, timber sawing and sugar refining. Main Products: cotton, sugar, coffee, cereals, tobacco, cattle, timber, and medicinal plants.

Hotels:—Palace, Grande, Rio de Janeiro.

Bank of London and South America; Banco de Crédito Real de Minas Gerais.

Jundiahy, in the State of São Paulo, is reached from São Paulo (36 miles) either by rail or road. It is also served by the Sorocabana-Jundiahy branch of the Central Brazil railway. The town is an important centre of the textile industry, and there are also match

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Maceió, capital of the State of Alagoas, 120 sea miles from Pernambuco and 270 miles by sea from Baía, has a population of about 120,000. It is a cotton and sugar port with a lighthouse built on an eminence in the middle of the town, quite half a mile from the sea. Its seaport, Jaraguá, is $1\frac{1}{2}$ miles away. The main industries are foundries, soap, candle, cigar and cigarette factories, cotton mills, sugar factories and refineries, sawmills and distilleries. A motor road runs south *via* São Miguel and Penedo, 150 miles, and another to Pernambuco.

Hotels:—Bela Vista, Atlantico, Parque and several small ones.

Bank of London and South America; Banco do Brasil, etc.

Cables:—Western Telegraph Co., Ltd. (British), Rua Sae Albuquerque, 516-520, Jaragua; Telegrafio Nacional.

Rail:—Great Western of Brazil to Pernambuco (220 miles).

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Manaus, about 1,000 miles up the Amazon, is visited (see later) by Booth Line steamer from Liverpool. It is the collecting-point for the produce of a vast area served by the tributaries of the great river, extending to parts of Peru, Bolivia, and Colombia. Manaus is a city of about 121,480 people, with electric lighting, paved streets, and modern improvements. The market is interesting to collectors of curios, and the neighbouring forest to naturalists and sightseers. Modern buildings include many handsome cafés. The ordinary steamship journey from Pará (930 miles) takes four days. The rainy season is from December to June, inclusive. Average temperature, 80°F. Two important roads are in construction, one to Rio Branco, on the frontier of British Guiana, and the other to the Colombian frontier.

The main industries are rubber collecting, brewing and soap making. The principal products are rubber, Brazil nuts, lumber, cacao, and aromatic plants and fruits.

Hotel :—Grande Hotel.

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Maranhão (or São Luiz de Maranhão), the capital of its State, stands upon an island, 250 miles south-east of Pará, between the Bays of São Marcos and São José. Its cultural traditions have earned it the name of the Brazilian Athens. The port is well sheltered. There is a cotton manufacturing industry of some importance ; the collection and crushing of oil nuts and the refining of sugar are carried on. Population, 97,713. It is reached from Fortaleza (350 miles), Pará and Pernambuco by steamers of Lloyd Brasileiro and Cia Navegação Costeira, and Booth Line steamers serve the port from both Europe and New York.

Hotels :—Central, Maranhão, Pensao Baender.

Bank of London and South America.

Cables :—Western Telegraph Co., Ltd. (British), Avenida Dom Pedro II, 190

Mato Grosso, in the State of Mato Grosso, has about 5,000 inhabitants. It is a Government military station on the western border, adjoining Bolivia. It is upon the Guapore River, a tributary of the Madeira, navigable by small launches. There is trade in rubber, medicinal herbs, and minerals.

Natal, capital of the State of Rio Grande do Norte, has 62,608 inhabitants. It stands a short distance from the coast, on the right bank of Potengy River, 80 miles from Paraíba and 260 miles from Fortaleza. Sugar and cotton are exported, as well as salt, carnauba wax, and hides. The main industries are cotton spinning and weaving and the refining of salt. Weekly coastal steamers serve the port, and there are rail connections with Paraíba, Pernambuco, and Maceió. Passable motor roads radiate into the surrounding country. A large air port, used by transatlantic air services, has been built some 8 miles from the city.

Hotel :—Grande.

Cables :—Western Telegraph Co., Ltd., Av. Duque de Caxias 99.

Obidos, in the State of Pará, 690 miles up-river from the port of Pará, is visited by river steamer. The town is on the north shore of the Amazon in a cacao, tobacco, coffee, and sugar-growing district. The municipality has a population of 20,000.

Ouro Preto, State of Minas Gerais, on the Funil River, is served by the Ouro Preto branch of the Central of Brazil Railway. It is



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330 miles from Rio de Janeiro, and can be reached thence by train (16 hours) or plane (1½ hours), to Belo Horizonte and then by road or railway (5 hours) to Ouro Preto. Gold, iron and manganese are mined in the district, which is otherwise devoted to agriculture and fruit growing. There are local textile mills and shoe factories. Population, 59,000.

The town, built on rocky ground 3,500 feet above sea-level, is such a remarkable treasure house of colonial and baroque architecture and painting that it was decreed a national monument in 1933. Its stone paved streets, the scene of Holy Week processions, wind up and down steep hills crowned with glorious churches. Monumental fountains, baroque churches, enchanting vistas of terraced gardens, ruins, towers shining with coloured tiles, all blend together to maintain an exquisite 18th century atmosphere.

Hotels:—Toffolo, Central, Internacional.

Paranaguá, chief port of the State of Paraná in a lagoon-like harbour, has a small modernized quay. It is visited by cargo vessels up to 10,000 tons, but the bar is to be dredged to take ships of more than 22 feet draft. The main products of the State, exported through Paranaguá, are herva-maté, wood, coffee, bananas, maize, potatoes, earthenware and paper. The port dates from the colonial period, and the town, although small, has interesting and historic churches. Steamer passengers go ashore by launch and by 'bus or motor-car into the town. The rail journey to São Paulo *via* Curitiba and Ponta Grossa is 660 miles; by road, 380 miles ('bus service). The road to Curitiba passes through romantic mountain scenery. Population, 23,000.

Hotels:—Palacio, Fonseca, Atlantico, Litoral, Lullez, Royal.

Parnaíba, eleven miles from the mouth of the river Parnaíba, is a port in Piauí State of some importance for the export of tropical produce and cattle. The population is 22,671. It is reached by steamer from Rio de Janeiro, and Booth Line vessels from both Europe and New York call.

Hotel:—Central.

Pelotas, the second city in the State of Rio Grande do Sul, is 20 miles up the Lagôa dos Patos, between Rio Grande (29 miles), and Porto Alegre, on the Rio São Gonçalo. It is a modern town of about 72,000 inhabitants notable for its cleanliness and modern services, but somewhat damp. The surrounding country is hilly, and the scenery pretty. Pelotas is generally referred to as "the Princess of the South."

Pelotas is the centre of the xarque, or dried meat industry. There are also tanneries, flour mills, candle, soap, furniture and shoe factories. The main products are frozen and canned meats, hides, rice, and grapes.

Hotels:—Grande, Aliança, Rego.

Points of Interest:—Park, racecourse, football grounds, tennis and golf clubs, and a large municipal theatre.

Excursions:—Capão de Leão, Piratiny, Jaguarão.

Communications:—Rail to Rio Grande (30 miles, 2 hours), Bagé (140 miles), Montevideo, and Rio de Janeiro.

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Hotels :—Palace, Quisisana.

Ponta Grossa, State of Paraná, is about 11 miles from the Tibagy River, and 63 miles from Curitiba. Altitude, 2,930 ft. Population, 39,600. It ships a considerable amount of herva matté and timber through its port, Paranaguá. Other products include tobacco, rice, bananas, cattle and jerked beef. Several roads radiate from the town. The Paraná Railway runs to Curitiba and on to the seaports of Antonina and Paranaguá. Another line runs to Rio Grande do Sul and São Paulo.

Hotels :—Odeon Franze, Moderno.

Porto Velho, State of Amazonas, is the newest and, after the capital, most important town in the State. It is a terminus of the Madeira-Mamoré railway and a commercial entrepôt for Bolivian trade. Population, 5,000.

Ribeirão Preto, in São Paulo State, the centre of a rich coffee-growing district, is also a seat of the steel industry. The town is 262 miles from São Paulo city by Mogyana Railway, and is also connected with it by road. Population, 50,000. Altitude, 1,830 ft. Products : coffee, cotton, sugar, grain, and rice. The town is a distributing centre for the interior of São Paulo State, and certain districts in Minas Gerais, Goyaz, and Mato Grosso.

Hotels :—Central, Modelo, Glória.

Rio Grande, at the entrance to the Lagôa dos Patos, ranks fifth in importance among the major ports of Brazil. It is the most southerly port available to ocean-going steamers, 730 sea miles from Rio de Janeiro, 300 from Montevideo, 600 from Santos, 130 from Bagé, and 30 from Pelotas. Population, 60,000.

Rio Grande is the distributing centre for the southern part of Rio Grande do Sul. Its cattle and meat industries are important. The Frigorífico Swift, installed at the entrance to the port, has a killing capacity of 2,000 head of cattle per day, and operates from December to July. There are also woollen, jute and cotton mills, an oil refinery, canned goods, tobacco, and fisheries.

There are good coastwise and transatlantic steamship services to and from Europe, Rio de Janeiro (three days), River Plate and Porto Alegre (18 hours).

Landing :—Coastwise—alongside wharf ; transatlantic—by tender.

Hotels :—Paris, Grande, Globo, and others.

Excursions :—To Villa Siqueira, a seaside village on the Atlantic ocean, 20 minutes by car, 40 minutes by train. The bathing beach is near the village. "Casino," as it is called, is the most popular seaside resort in the State.

Rail :—To Pelotas, Bagé, Montevideo and Buenos Aires ; daily service. *via* Rio Branco and Yaguaron to Uruguay.

Cables :—Western Telegraph Co., Ltd. (British), Rua Andrade Neves, 94.

Santa Anna do Livramento, in the State of Rio Grande do Sul, lies on the border between Brazil and Uruguay, on the Ibubuhy do Armado River. It is the southern terminus of the Viacao Ferrea do Rio Grande do Sul, and is reached from Porto Alegre (370 miles) by a branch line of the Uruguayana Railway *via* Cacequay. A large business is done in cattle, pigs, sheep, and fruit, and there is a local

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Hotels:—America, Commercio, Central.

Santa Maria, in the State of Rio Grande do Sul, lies on the Vaccacahy-Mirim River, 240 miles from Porto Alegre, whence it is reached by the Rio Grande do Sul Railway, 330 miles from Marcellino Ramos (railway connection), and 200 miles from Bagé. There are tanneries, hat factories, and breweries. The main products are herva matté, wine, timber, rice, fruit, and coal. Population, 39,492.

Hotels:—Hamburgo, Gloria, Roma.

Santarem, one of the most interesting places passed upon the voyage up the Amazon, stands at the confluence with the Tapajoz River, 610 miles from Pará. There are red-tiled houses on the slope rising from the river, and ships are visited by natives with parrots and specimens of craftsmanship for sale. Urban population, 3,000. Products: rubber, cacao, cotton, sugar and vanilla.

Hotels:—O Castello, Pensão Familiar.

São Carlos do Pinhal, in the State of São Paulo, is reached by rail from São Paulo (170 miles) in six hours. It lies on the Monjolinho River, at an altitude of 2,700 ft. A considerable trade is carried on in the products of the district, coffee, sugar, cereals, tobacco, cotton, cattle, and potatoes. There are breweries, distilleries, and textile mills. Population, 17,000.

Hotels:—Accacio, Henrique.

São Francisco, in Santa Catarina State, is a port of call for coasting steamers, and terminus of a railway which gives at Porto União (288 miles) trunk connection with Rio de Janeiro and Argentina. The town is about 100 miles from Florianopolis, and 200 miles from Canoinhas, whence it can be reached by the São Paulo-Rio Grande Railway in 15 hours. The town serves a district rich in rice, manioc, herva matté, and timber. Population, 15,000.

Hotels:—Matana (40 beds), Beira Mar.

São Fransico do Sul, principal port of the State of Santa Catarina, has the best harbour between Santos and Rio Grande do Sul, and can take vessels up to 23 feet draught at high water, spring tides. Railway and road connections with north and south Brazil are good. It is well served by shipping lines on national and international routes. It exports manufactured and agricultural products, and ships considerable quantities of sawn and manufactured timber, principally pine. Some wharves have railway connection. Harbour works under construction will greatly improve the inner port. There are air services north and south. The population is about 25,000.

Hotels:—Mattana, Central and Boa Vista.

São Joao de Boa Vista, in the State of São Paulo, is reached from São Paulo (183 miles), by the Paulista Railway to Campinas, and thence by the Mogyana Railway. It is 205 miles from Santos. There is a growing business in coffee, rice, cattle, pigs, potatoes, cotton and sugar. The climate is pleasant. Population, 38,500.

Hotels:—Central, Comercio.

São Lourenço, in the State of Minas Gerais, is 9 hours by train from either Rio de Janeiro or São Paulo. At 2,800 feet above sea-level, it is recommended as a holiday centre and for the richness of its natural mineral waters in the treatment of stomach, liver, kidney

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There are numerous first-class hotels, and the town's attractions include tennis, rowing, swimming and an aviation field. There are usually between 25,000 and 30,000 visitors every season, which extends from September to May.

Sorocaba, in São Paulo State, and 68 miles west of the city of São Paulo, is the fourth most important industrial centre in Brazil. The altitude is 1,770 feet, and the climate temperate. The population is 48,594. It has cotton and silk spinning and weaving mills; produces cement, fertilizers, footwear, hats, alcohol, wines; there are railway workshops, extensive orange groves and packing house installations, printing works, and electric power plants. It is an important cotton growing centre. Other products are timber, sugar, cereals, coffee, and minerals. The Sorocabana Railway serves the town.

Hotels:—Viajantes, Roma, do Comercio.

Terezina, capital of the State of Piauí, stands on the Parnaíba River, 270 miles from Parnaíba and 223 miles from the port of Amarracao. It is reached from Parnaíba by river steamer, and there is a railway from Caxias to Senado Furtoda, across the river. Much cotton is raised in the area, besides sugar, rice, cereals, and cattle. The temperature averages 80° F. Population, 77,228.

Hotel:—15 de Novembro.

Uberaba, in the State of Minas Gerais, is on the Rio da Prato, 440 miles from São Paulo, whence it is served by the Mogyana Railway. The town serves a wide cattle raising district. There are local sugar mills and lime plants. Altitude, 2,300 ft. Population, 33,786.

Hotels:—Modelo, Central.

Uruguaiana, upon the Uruguay River, facing Argentina, is important as a frontier town, a centre of the cattle industry, and the head of the Uruguaiana Railway from Porto Alegre (480 miles). It is 230 miles from Santa Maria, and 60 miles from Itaquí, whence it may be reached in 4 hours by rail. Products: jerked beef, soap, candles. Population, 22,000. A bridge has been thrown across to the Argentine town of Paso de Los Libres.

Hotels:—Cidade, Gentzen, Brazil.

Vitória, capital of Espírito Santo State, is 400 miles north-east of Rio de Janeiro, and accessible from that point by Leopoldina Railway (20 hours), bi-weekly coastal steamers (24 hours) and daily planes. It stands upon an island separated by a few hundred yards from the mainland, to which it is connected by a bridge. The surrounding country is picturesque. Apart from rail connections with Rio de Janeiro and São Paulo, the Estrada de Ferro Vale do Rio Doce connects with the Central do Brasil at Belo Horizonte. Coffee, cacao, and tropical produce are exported; the port is well placed in relation to the iron ore mines in the States of Minas Gerais

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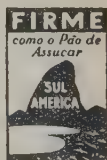
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and exports a large quantity of ore. Main industries : Sugar refining, cotton weaving, boot and shoe making, mineral waters. Population, 51,620.

Hotels:—Tabajara ; Sagres ; Majestic.

Bank of London and South America ; Banco de Credito Real de Minas Gerais ; etc.

Cables:—Western Telegraph Co., Ltd. (British), Edificio Navegacao Rua Jeronymo Monteiro 348.

PHYSICAL FEATURES.

The fourth largest country in the world, Brazil is the largest of the South American Republics, and touches the boundaries of all except Ecuador and Chile. It has an area of 3,300,000 square miles, which is three-sevenths of the whole of the South American sub-continent. Its sea-board is 4,900 miles. Brazil is larger than the United States or Australia, and approximately four-fifths the size of Europe. It extends 2,629 miles from Cape Orange to the River Chuy, and 2,600 miles from Olinda westwards to the Peruvian boundary.

The huge plateau forming the country's main physical feature is a table-land from 1,000 to 3,000 ft. above sea-level, and traversed by two great mountain chains. The coast range (Serra do Mar) culminates in the Organ Mountains near Rio de Janeiro at an elevation of 7,323 ft., while the inland range attains a height of 9,823 ft. (probably the highest in Brazil) at the Itatiaya peak. There is also the Central or Goiana mountain system, consisting of an eastern range, 4,206 ft. at its highest, and a western range which forms the parting of the Paraná and Tocantins-Araguaya river-basins, and has a peak of 4,500 ft. near the city of Goyaz. This enormous region consists principally of chapadões, or large table-lands, and deep river-valleys. Much the vastest of these chapadões is the Amazonian, which comprises the greater part of the States of Mato Grosso and Goiaz, most of southern Pará, and considerable portions of West Maranhão.

The two river-basins of the **Amazon** and La Plata occupy about three-fifths of the total area. Both are heavily wooded, and the Amazon basin is annually in flood over a wide extent. The Amazon river-system covers and drains the whole north-west of Brazil. In the extreme north-east there is a smaller area, outside the Amazon sphere, whose rivers—the Araguay, Amapá, Calçoene, Cassiporé, and Oyapok—flow east to the Atlantic. Of the rivers of the great plateau, the Parnahyba has a course of 900 miles, and is the boundary between the States of Piauí and Maranhão. The largest river of the east coast is the São Francisco, a stream belonging essentially to the inland table-land region. Similarly, the Parahyba do Sul is the greatest of the Atlantic coast rivers south of the São Francisco ; it flows from east to west through the fertile State of Rio de Janeiro, and has a total course of 658 miles, about 150 of which are navigable.

There are no large coastal rivers south of Cape Frio, but the rivers of the other great system—the Rio de la Plata—are important. The tributaries of the Paraguay and of the Paraná respectively drain the south-west of Mato west of Minas Gerais. The Paraná is much broken by falls and rapids, though between its two great waterfalls is an open channel nearly 300 miles long. This also



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applies to the River Uruguay, whose tributaries are also impeded by rapids.

There are 25,600 miles of navigable rivers in Brazil, over 17,130 miles of which there is a regular service of vessels.

Climate:—Brazil may be divided into three zones. The first zone occupies the equatorial region and extends to the tenth degree of lat. south. The second reaches from the tenth degree of lat. south to the tropic of Capricorn. The third zone lies between the tropic of Capricorn and parallel $33^{\circ} 45''$, the southern limit of the Republic. The characters of these zones are as follows:—

First zone : Mean temp. 81° F. The climate of the upper Amazon is warm and damp, except during the fríagem, or cold spells. The middle of the day is hot, but the mornings are cool, and the afternoons bearable. Frequent showers cool and purify the atmosphere.

Second zone : Mean temp. $74-80^{\circ}$ F. in the lowlands, and $64-70^{\circ}$ F. in the higher parts.

Third zone : Mean temp. $62-66^{\circ}$ F.

The climate of Southern Brazil, including Rio de Janeiro, is mainly sub-tropical, but the three States in the extreme south—Paraná, Santa Catarina and Rio Grande do Sul—are temperate. The seasons are the reverse of ours. They may, in general be described as wet and dry; winter's the dry, summer the wet. Northern Brazil is inclined to be enervating, although there is a more bracing climate on the table-lands.

Population:—The following table gives the census returns for 1940, and estimates for Dec. 31, 1947. The capital of each State is given in brackets. (The estimate for 1/7/1948 was 48,405,000).

States.	Population.	
	1940	1947 (est.)
Alagoas (Maceió)	957,621	1,086,134
Amazonas (Manaus)	449,077	483,667
Baía (São Salvador)	3,907,086	4,473,452
Ceará (Fortaleza)	1,994,000	2,387,408
Espirito Santo (Vitória)	758,425	856,425
Federal District	1,781,567	2,014,185
Goias (Goiania)	882,865	943,547
Maranhão (S. Luiz)	1,246,813	1,410,238
Mato Grosso (Cuiabá)	427,629	480,484
Minas Gerais (Belo Horizonte)	6,797,219	7,691,213
Pará (Belém)	949,808	1,053,923
Paraíba (João Passoa)	1,424,457	1,623,872
Paraná (Curitiba)	1,243,838	1,411,502
Pernambuco (Recife)	2,674,683	3,068,034
Piauí (Terezina)	832,250	933,485
Rio de Janeiro (Niterói)	1,861,727	2,109,766
Rio Grande do Norte (Natal)	774,503	876,874
Rio Grande do Sul (Porto Alegre)	3,336,632	3,791,352
Santa Catarina (Florianopolis)	1,182,854	1,345,354
São Paulo (S. Paulo)	7,230,163	8,208,508
Sergipe (Aracajú)	41,945	619,193
Territories	81,326	154,894
Total	40,836,488	47,023,510

Brazil contains nearly half the total population of South America. About 35 per cent. are literate.

Throughout the Republic there is a certain admixture of the negro, Indian and white races, but the last-named predominate and probably has a tendency to increase, owing partly to the very considerable yearly additions of European immigrants, chiefly

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Portuguese, and partly to the selective process favouring white types. It is probable that the pure whites form about 63 per cent. of the population, mixed white and negroes or Indians about 21 per cent., 15 per cent. negroes and the remainder aboriginal Indians and Asiatics. There are, of course, regional variations in the distribution of the races—the white predominating greatly in the south and decreasing in proportion more or less progressively toward the north. One of the most striking aspects of Brazilian sociology is the absence of race conflict or prejudice. There have been large immigrations of Italians, Germans, and Japanese.

Time:—Legal time is 3 hours behind Greenwich time. Summer time, when the clocks are put forward an hour, runs from midnight, November 30th, until midnight April 30th.

GOVERNMENT.

Constitution:—Brazil was an Empire from September 7, 1822. A Republic was declared on November 15, 1889, when a provisional Government was established and a Constituent Assembly convoked. This promulgated the Federal Constitution of the Republic of the United States of Brazil on February 24, 1891, former provinces being converted into Federal States. A second constitution was promulgated in 1934; a third, in 1937; and a fourth, in 1946.

The Constitution is based on that of the United States of North America. The Federative Republican form of government is maintained. The legislative power is exercised by a Chamber of Deputies with the collaboration of a Federal Senate. The Federal Senate consists of three representatives from each of the States and the Federal District, elected by direct suffrage. They are elected for a term of eight years. The Chamber of Deputies is composed of representatives of the people, elected on the proportional system.

The elections are on the basis of universal suffrage for all citizens over eighteen, if registered according to the law, with the exception of beggars, illiterates, soldiers, and those whose political rights have been suspended.

Executive power is vested in the President, who is elected by direct universal suffrage for a term of five years, and is ineligible for an immediately following second term. There is a Vice-President, and in the event of the Presidency becoming vacant he will take office until the end of the Presidential term.

The 1946 Constitution is much less restrictive than that of 1937 on the activities of deposit banks, insurance companies, public utilities and mining enterprises. It provides that workers are to share in the profits of the concerns which employ them, and are to be given paid annual holidays.

The Constitution declares that Brazil will in no instance engage in a war of aggression.

The Constitution recognizes **naturalization** in the following instances:—(a) Foreigners who were in Brazil on November 15 1889, when the Republic was proclaimed, and did not declare within six months thereafter their wish to retain the nationality of their birth. (b) Foreigners who possess real estate in Brazil and are married to Brazilians or have Brazilian sons, so long as they reside in Brazil and do not state their intention of not becoming Brazilian

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citizens. (c) Foreigners who become naturalized by any other procedure.

The **language** is Portuguese. Italian and German are much spoken in the Southern States, for many Italians and about 500,000 persons of German extraction have settled in these districts. Failing Portuguese, correspondence should be conducted in French or English.

There is no State **religion** ; but the Roman Catholics, with two Cardinal Archbishops and Bishops in all the larger cities, predominate. The separation of Church and State was carried out by the Republic. All religions may be practised, whether privately or publicly.

Courts of Law:—The Supreme Federal Court sitting at Rio de Janeiro is composed of eleven judges, nominated by the President subject to the approval of the Congress and as many judges of lower courts as Congress may appoint. The appointments are for life. There are Divisional Courts throughout the various States in each of which there is a Federal Judge, and municipal magistrates and justices of the peace who are elected for a term of four years. The Civil Courts are closed from February 1 to March 31. The Criminal Court is open all the year.

Capital punishment is allowed in cases of armed rebellion against the State, the subversion of political or social order by violent means, or through the help or subsidy of a foreign State or international political organisation. Criminal irresponsibility is recognized up to nine years of age, and power of discernment is presumed from that age until 14, when full responsibility applies. There is no divorce.

Extradition of foreigners is permitted, but not that of Brazilians. It is not conceded for political offences, military excesses, offences against religion or the Press ; crimes entailing under Brazilian law imprisonment for less than 12 months ; when the offence was committed outside the period of statutory exemption of the petitioning country ; or where the offender would have to answer before a special court in his own country.

President : Gen. Eurico Gaspar Dutra.

Vice-President : Sr. Nereu Ramos.

MINISTRY.

Marine	..	..	..	..	..	Admiral Sylvio de Noronha.
War	..	..	..	..	..	Gen. Canrobert P. da Costa.
Finance	..	..	..	..	..	Joaquin Guilherme da Silveria.
Foreign Affairs	..	..	..	..	..	Raul Fernandes.
Interior and Justice	..	..	..	..	..	Adroaldo Mesquita Costa
Agriculture	..	..	..	..	..	Daniel de Carvalho.
Labour	..	..	..	..	..	Honorio Monteiro.
Air	..	..	..	..	..	Brig. Armando Trompowsky.
Education and Health	..	..	..	..	..	Clemente Mariani.
Transport and Public Works	..	..	..	..	..	Clovis Pestana.

Local Administration:—Each Federal State is governed by a President who exercises the executive power, and by a Provincial Assembly which legislates on all matters affecting provincial administration and provides for State expenses and needs by levying taxes. It also legislates on civil and criminal affairs affecting



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CHARACTERISTICS OF THE STATES.

Brazil has twenty states, six territories, and the Federal District. Of the States these 5 are without a seaboard :—

AMAZONAS. 1,595,818 sq. kilometres. The largest and least populated of any, is an immense alluvial plain of equatorial forest watered by the Amazon. Products : Rubber, nuts, drugs, timber.

ACRE. 153,170 sq. kiloms. A territory which has not been advanced to the rank of a State, in the depths of Amazonas, abuts upon the Peruvian and Brazilian frontiers, and is almost virgin forest. Capital, Rio Branco. Products :—Rubber, timber, Brazil nuts, hides and skins.

MATO GROSSO. 1,262,572 sq. kiloms. Literally "Great Forest" ; has extensive plains, with good pasture, many rivers and, in the higher regions, a healthy climate. Products :—Cattle, precious metals.

GOIAS. 622,463 sq. kiloms. Mainly tableland with vast forests and pastures, forms the heart of the country and lies between Mato Grosso and the eastern States. Products :—Gems, cattle, tobacco.

MINAS GERAIS. 581,975 sq. kiloms. Relatively closely populated, with the mineral resources indicated by its name (literally "General Mines"), is an upland state of a warm temperate climate with tropical and other forest growth and large pasture. Products :—Agricultural, pastoral, gold, and iron.

Following the coastline from north to south the seaward States are encountered in the following order :—

PARÁ. 1,216,726 sq. kiloms. With alluvial lowlands and more temperate uplands, spans the Amazon delta and is crossed by rivers rising in the Guianian highlands and on the slopes of the central plateau. The soil is fertile and the climate not unhealthy. Products :—Nuts, timber, rubber, cacao, tobacco, manioc, rice, sugar, livestock.

MARANHAO. 334,819 sq. kiloms. On the north coast, with a dry, hot climate and a rainy season covering the first half of the year, slopes from the plateau to the Atlantic, and is intersected by many rivers. Products :—Cotton, wax, tapioca, oil, nuts, livestock.

PIAUI. 249,317 sq. kiloms. The coastline is merely 33 kilom, and the depth about 900 kilom. Hot, dry, healthy climate, with more rain than is common in N.E. Brazil. The State is subject to severe autumnal droughts. Products :—Wax, skins, cotton, tobacco.

CEARA. 153,245 sq. kiloms. Hilly, dry, hot, and periodically subject to drought, has few trees and a soil which absorbs little moisture. Products :—Cotton, wax, cereals, livestock.

RIO GRANDE DO NORTE. 53,048 sq. kiloms. ; and **PARAIBA.** 56,282 sq. kiloms. Together form the northern part of the most easterly extremity of the continent. The littoral is swept by sea breezes ; droughts are frequent. Products :—Cotton, sugar, wax, hides, salt.

PARAIBA. 56,282 sq. kilometres.

PERNAMBUCO. 97,016 sq. kiloms. The chief sugar-growing centre with a climate humid on the coast, dry in the interior, and always hot, has a soil especially favourable to agriculture. Products :—Sugar, cotton, coffee, fruits.

ALAGOAS. 28,531 sq. kiloms. Coastal lagoons account for the name of the State, which is undulating with a generally hot, humid climate. Products :—Sugar, cotton, goats.

SERGIPE. 21,057 sq. kiloms. The smallest State, sharing the physical character of its neighbour, is predominantly agricultural. Products :—Sugar, cotton, mandioca, salt, rice, maize and tobacco.

BAIA. 563,762 sq. kiloms. Hilly near the coast, with plateaux and watered plains in the interior, is the chief centre of cacao growing. The first State to be colonized from Europe, it has considerable mineral wealth, and forests of the Amazonian type. Products :—Cacao, tobacco, sugar, coffee, hides.

ESPIRITO SANTO. 40,882 sq. kiloms. A coastal strip, hilly, well watered, enjoys fresh breezes and a climate temperate and warm at the higher altitudes, humid in the lowlands. Products :—Coffee, beans, maize, sugar, hides, monazite.

RIO DE JANEIRO. 42,588 sq. kiloms. Sharing the physical characteristics of Espirito Santo, includes the Federal District. Products :—Coffee, sugar, vegetables, cattle.

SÃO PAULO. 247,223 sq. kiloms. Closely colonized by Italian immigrants, the most industrialized and commercially prosperous State of the Union, has a hot, narrow coastal zone, a moist, cool zone on the edge of the Serra, with a dry and moderate temperature on the rest of the plateau. Products :—Coffee, cattle, cereals,

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PARANÁ. 201,288 sq. kiloms. Mountainous except in the west and south, temperate, and suited for agriculture; has extensive pine woods. Products :—Herva maté, timber, coffee, cereals, beans.

SANTA CATARINA. 94,367 sq. kiloms. Agricultural, with a warm temperate climate, with highlands in the west and subject to distinct seasonal changes of climate. Products :—Manioc, maté, coffee, cattle.

RIO GRANDE DO SUL. 282,480 sq. kiloms. Larger than the adjoining Republic of Uruguay, this most southerly State is temperate in climate, and has rich pastures and good arable soil. Products :—Meat, wool, fruits, cereals.

The following three new Federal territories have been created :—Territory of Amapá (formerly part of the State of Pará); Territory of Rio Branco (formerly part of the State of Amazonas); Territory of Guaporé (formerly part of the States of Amazonas and Mato Grosso). With the Island of Fernando Noronha detached from the State of Pernambuco and set up as a separate Territory, and the Acre and Ponta Porã Territories, there are now six of these Federal Territories, all of which come under the direct administration of the Federal Government.

NATURAL RESOURCES.

Brazil, for all its intensive industrial development, is still predominantly an agricultural country, but only about 4 per cent. of its land surface is actually under cultivation. From 50 to 65 per cent. of the cultivated land lies in the States of São Paulo, Minas Geraes and Rio Grande do Sul. About four-fifths of the people get their livelihood from agriculture.

Coffee:—The red soil (*terra roxa*) of the coffee plantations in São Paulo, Minas Gerais, Rio de Janeiro, and Espírito Santo States is in places two or three yards deep, and in this the plant grows luxuriantly. Seedlings are planted out from November to February, and yield their first crop in their fourth year. Picking chiefly takes place from May to September. The crop year is reckoned from July 1 to June 30. Coffee is grown in most of the States, but two-thirds of it comes from the State of São Paulo.

The crop is 40 per cent. or more of the total exports of the country, and about 40 per cent. of the entire world's supply. The value of the crop is greater even than that of maize, the principal cereal. About 69 per cent. of the export is made from Santos, 17 per cent. from Rio de Janeiro, with most of the balance from Paranaguá and Victoria. The United States takes about 66 per cent. of the whole. The direct export to Europe is about 3,600,000 bags.

Brazil's problem is to adjust the balance between production and export. The crop was 17,641,100 bags in 1947-48, 16,915,228 bags in 1948-49, and 17,164,100 bags are estimated for 1949-50.

Exports.	Bags.	1000's of Cruzeiros.
1945 ..	14,172,003 ..	4,260,340
1946 ..	15,609,499 ..	6,441,000
1947 ..	14,830,064 ..	7,755,099
1948 ..	17,492,324 ..	9,018,564

Cacao is produced on a scale which makes Brazil the second largest grower in the world. The natural requirements of a moist climate and a light rich soil are met over a large area, notably in Baía State, where about 100 million trees are in bearing, in Maranhão, where the best quality is grown, and in the coastal parts of São Paulo and Rio de Janeiro States. There are estates also in Amazonas and in Para. Export of beans, 1947—99,041 tons, value Cr.\$1,047 millions; 1948—71,681 tons, value Cr.\$1,066 millions.

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About 96 per cent. of the cacao is grown in Baía on 100,000 hectares. There are two crop harvests a year, in January and December, and in May and June. The ports of Bahia and Ilhéos are the centres of the trade and approximately two-thirds of the exports are to the United States. Exports of cacao are 4.95 per cent. of total exports. In 1948-49 the Brazilian crop was 128,545 m. tons.

Tobacco was introduced by the early Portuguese colonists and was for about 300 years one of the most important products. Brazil ranks fifth among world producers. Internal consumption accounts for nearly half of the total crop of 122,000 metric tons. State of Baía, where the leaf is suitable for cigars, and Rio Grande do Sul produce two-thirds of the crop. Minas Geraes is next in importance, followed by Santa Catarina, Pernambuco and São Paulo. Exports:—1947—39,500 m. tons, value Cr.\$376,647,000; 1948—25,344 m. tons, value Cr.\$268,277,000.

Rubber:—Before the development of the rubber plantations in the East, Brazil was by far the chief source of rubber. The type collected, known as “up-river, hard-cured fine Pará,” is the best in the world. The great age of the trees and the native method of curing account for the superiority. Production in 1948 was 25,305 m. tons, of which 21,000 m. tons were used locally. Exports: 1947—14,510 tons, value Cr.\$204,000,000; 1948—4,848 m. tons.

Nuts and seeds are collected in lieu of rubber from certain areas when the rubber market is low, although seldom in the Xingu valley, whence comes a large proportion of the “Caucho” variety. Manáos is the largest centre of rubber collection, followed by Pará, and the exports include a small proportion from Iquitos (Peru).

The Ford Company of Pará has a concession of virgin tableland on the Tapajós River, where about 5,000 acres have been planted.

Balatá:—A high quality of gum is obtained from the Rio Negro Valley and the region north of Manaus, and a less valuable sort from the Amazon. Manaus is the entrepôt both for Brazilian and Peruvian (Iquitos) balatá. Export from Manaus is about a thousand tons.

Cotton:—The Southern Zones, comprising the States of São Paulo, Parana, Minas Gerais and Espirito Santo, produce more than half of the cotton crop. The rest comes from the cluster of north-eastern States from Maranhão to Sergipe. Perhaps the best-esteemed quality of cotton is shipped from Pernambuco. The total area under cotton is 2,000,000 hectares, and Brazil supplies about two-thirds of the South American cotton crop. The potentialities are limited by little else than the supply of labour, transport, and insect pest. The fibres are now properly graded and the Federal Cotton Service has stations and seed farms for the production of improved seeds and methods of cultivation. Total production, 1948-49, was about 400,000 m. tons. Raw and prepared cotton accounted for 6.16 per cent. of total exports in 1948. Exports: Raw cotton, 1947—285,473 m. tons, value Cr.\$3,076,205,000; 1948—258,703 m. tons, value Cr.\$3,384,997,000. Linters and waste, 1948—26,528 tons, value Cr.\$111 millions. Cotton seed cake, 1948—40,218 m. tons.

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and treatment and to the standards of types would increase the popularity of Brazilian rice in Europe. São Paulo produces half, Rio Grande do Sul 17 per cent., and Minas Gerais 13 per cent. of the total. Total production, 1949, was about 2,647,956 m. tons. Exports: 1947—218,423 m. tons, value Cr.\$682,524,000; 1948—212,643 m. tons, value Cr.\$740,811,000. Rio Grande do Sul is responsible for almost all of the total exports.

Sugar:—Although the Brazilian sugar industry is one of the oldest in the country it lacks organization and is unable to compete with foreign production. "Mosaic" pest has played havoc in the State of Rio de Janeiro, but large quantities of the immune "Java" cane from São Paulo have now been planted. The production of *usinas* sugar (72 per cent. of the whole), for all Brazil during 1948-49 was 23,423,074 bags of 60 kilos. In addition 5 million bags of low grade "dark" sugar is turned out in the interior. An increasing amount is used for producing rum and alcohol. Local requirements of *usinas* sugar are 20,607,000 bags. Exports: 1947—61,556 m. tons; 1948—361,277 m. tons, value Cr.\$691,574,000.

Herva Maté, better known under its Spanish name (*Yerba maté*), or as Brazilian tea, is grown in and exported from Southern Brazil, in particular from the States of Paraná and Rio Grande do Sul, and the ports Paranaguá and Antonina. The plant grows wild in the forests, requiring no cultivation. Brazil produces 96,000 tons, or 44 per cent. of the South American total. Most of the annual export goes to Argentina and Uruguay. Exports: 1947—55,434 m. tons, value Cr.\$157 millions; 1948—46,775 m. tons, value Cr.\$138 millions.

Silk rearing from the mulberry is practised on coffee fazendas in São Paulo State and upon small-holdings there and in Rio Grande do Sul. The climate is favourable, the culture is familiar to many Italian immigrants, and a good market for cocoons is given by the spinning factories. The S.A. Industrial de Seda Nacional, with headquarters at Campinas, and the Sericultura Bragantina, distribute cuttings and seed. The production of raw silk is falling, and was only 40 tons in 1948-49.

Timber:—The forest, computed at 1,000 million acres, or half the country's land area, furnishes timber of unexcelled variety, ranging from the very hardest to the lightest kinds, besides secondary forest material such as wax, oils, rubber, nuts, tannin and fibres. The woods of the Amazon valley are little exploited, but rafts are floated down to Pará, whence hard and fancy woods are shipped to the United States, Spain, Portugal, and the Southern States of Brazil.

Jacaranda (rosewood), found especially in Espírito Santo State, and exported from Victoria, is the most valuable timber. The pine forests of the Rio Paraná, covering an area of 1,000 miles in length, are commercially the most exploitable. Paraná pine accounts for 85 per cent. of the timber export, and is used on a small scale in the local manufacture of wood-pulp and matches. The second most important export is "imbuia."

Over a large part of the country the supply is too diverse for ready classification and collection into marketable qualities. Partly for that reason the exports have never been big. The difficulty of

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SANTOS (Brazil)

transport also impedes what is sure to become a large source of wealth. Exports of pine wood: 1947—500,975 tons, value Cr.\$840,589,000; 1948—572,031 m. tons, value Cr.\$811,492,000.

Vegetable Oils:—The Amazon Valley, in the extent and variety of its oil-bearing plants, is probably the largest source of vegetable oils in the world. The **babassú** kernels, largely collected at Maranhão and Parnaíba, compare in value with copra and yield an oil used in margarine, soap and candle making. The kernel yields 75 per cent. of its weight in edible oil, besides various by-products. There are from 400 to 500 millions of babassú palm in the north and west centre of Brazil. Production of nuts is around 60,000 m. tons.

In 1948 the output of vegetable oils was about 128,000 m. tons, against an average of 133,583 m. tons for 1942-46. The main production was from cottonseed, oiticaca, linseed, babassú, castor seed, and peanut.

Coconut, maize, murumuru, ucuuba, piassava, tung and sesamum oils are also produced, principally in São Paulo and Pernambuco. Peanuts are crushed jointly for their oil and cattle food. Exports of vegetable oil: 1947—19,789 tons, value Cr.\$216,000,000; 1948—31,509 tons, value Cr.\$261,533,000. The main exports in 1948 were: Cotton seed oil—10,095 m. tons; oiticaca, 12,126 m. tons; castor oil, 5,212 m. tons.

The main export of oil seeds has been:—Castor beans: 1948—163,515 tons; babassu, 31,763 tons; tucum seeds, 5,515 tons.

Fibres:—Sisal (40,000 tons), guaxima (3,500 tons), caroa fibre (6,000 tons), piassava fibre (5,500 tons), uacima fibre (4,000 tons), ramie and kapok are all produced and some of them exported (21,178 m. tons of caroa and sisal fibres in 1948).

Timbó, meaning any plant, shrub or tree from which the insecticide rotenone can be extracted, is increasingly exported from the Amazon Valley mainly to the United States. Ipecac root and emetine are both exported.

The Castanha, or **Brazil nut**, is indigenous to the States of Amazonas and Pará, where the trees flourish in the forest. The tree is not cultivated, and its nuts are gathered by collectors. Apart from their use in dessert the nuts are used extensively in confectionery and in the production of salad oil. Exports are from Pará, Manaus Itacoatiara and Parintins. Exports, 1948—unshelled, 11,651 m. tons; shelled, 1,856 m. tons, value Cr.\$84,035,000. There are small exports of Cashew nut.

The **Coconut** palm occurs for many hundreds of miles along the coastal lands from Pará to Rio de Janeiro, but the most important zone is Baía. The Baía coconut yields 15 per cent. more copra than the Eastern coconut, and 63 per cent. in oil as against 54 per cent. from the Asiatic nut. The official estimate of collected coconuts is 150,000,000.

Waxes: **Carnauba wax** from a palm abundant in Ceará and the northern coastal area, is exported. The wax is extracted from the leaves, the yield being about 33 lbs. of wax per 80 palm trees. The better quality is called "flor," and the inferior "arenosa." Exports: 1948—9,292 tons, value Cr.\$285,738,000. Ouricury, a somewhat similar wax—1,445 m. tons; beeswax, 477 m. tons.

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SANTOS

Turpentine:—A relatively new product is derived from the "Turpentine Tree," which, when "tapped" or pierced, yields Amazon oil closely resembling French turpentine. The spirit is obtained in an almost pure state by boring one hole high in the trunk to form an air inlet and another to act as an outlet for the liquid.

Fruit:—Some of the most delicious table fruits are not organised for sale abroad but efficient arrangements have been made for nuts, bananas, pineapples, and oranges. Orange groves are mainly in São Paulo, Rio de Janeiro, Baía (whence the navel orange was transplanted to California), Minas Gerais, and Rio Grande do Sul. The groves now suffer from triesteza, a root disease. The crop was about 35,212,000 boxes in 1948. Exports have fallen steadily from 5,487,000 boxes in 1938 to 2,845,202 boxes, value Cr.\$171 millions in 1948.

Bananas of excellent quality are exported from Santos, chiefly from plantations in the immediate vicinity. São Paulo State produces 45 million stems of the total 147,000,000 for Brazil. The variety is the Cavendish or Canary banana; and the methods of handling and loading have been improved. Total Brazilian consumption is about 76,000,000 bunches. Exports 1948—8,166,696 stems.

About 2,790 m. tons of pineapples are exported from Rio de Janeiro, Santos, and Pernambuco. Bread fruit flourishes in the coastal region. Guavas, from which jelly is manufactured, grow in profusion in the tropical parts and near Rio de Janeiro. The lemons are small and thick-skinned. Stone and soft fruits, of the kinds familiar in England, yield good crops of good flavour in the temperate regions. Melons grow freely in all parts. Grape vines suffer from fungi, but fine grapes, both for table use and wine making, have been produced in the south for many years. About 239,500 metric tons of grapes are produced from 37,700 hectares. The Wine produced, about 113 million litres, is drunk locally.

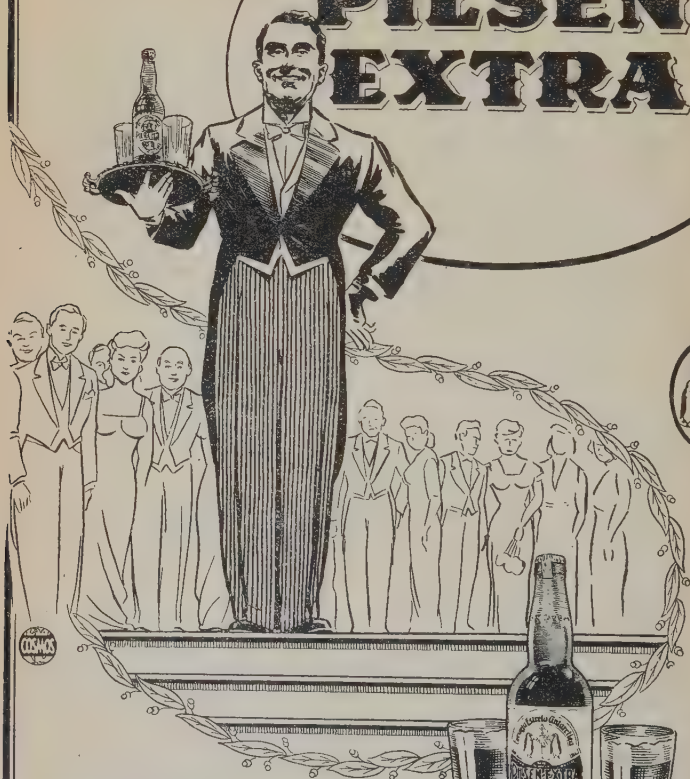
Grape fruit is as yet little known in Brazil and is often mistaken for the "turanja" of no commercial value. Tangerines, which originated in China, are very largely cultivated in Brazil, where they are known by the names of "mexer iqueira," "laranja cravo," "laranja mimosa," etc. Both grape fruit and tangerines are exported in increasing quantities.

Wheat is grown in the three southern States and is rapidly increasing. The 1949 harvest is estimated at 471,907 m. tons. Most of this is produced in Rio Grande do Sul. Over 320,000 tons are imported yearly. The crop, like oats (10,310 m. tons), barley (12,431 m. tons), rye (13,422), and linseed (14,240), does best at a fair altitude. Bran of all kinds is exported.

Maize, the most important of the cereals, is often grown side by side with beans, melons, or pumpkins. The stalks reach a height of four feet or so. The crop is grown everywhere, although predominantly in the south. Brazil, producing 5.8 million tons, ranks fourth as a world producer. Export, 1948—110,961 tons, value Cr.\$183 millions.

Mandioca, or cassava, the tuber from which tapioca and manioc flour are obtained by pulping, washing, and drying, grows well at elevations up to 3,000 ft. The flour, or farina, is used in bread and as a thickening for stews. The plant matures in from 12 to

S. Ex. a cerveja
**PILSEN
 EXTRA**



Uma bebida de alta classe
 para as grandes solenidades,
 é que satisfaz os paladares
 mais exigentes.

PRODUTO ANTARCTICA !

18 months, and in point of nutriment per acre is about six times more profitable than wheat. Alcohol is distilled from manioc in some of the States.

Exports are mainly from Rio Grande do Sul, Ceará, Pernambuco, and Para, in the form of tapioca flour, manioc meal, and flakes. Export, 1948—27,121 m. tons.

Arrowroot is indigenous. The best is grown along the north coast. Like mandioca, it is crushed, washed, and dried for the recovery of its nutritious flour.

Potatoes of the sweet kind ripen in three or four months and give yields of up to twenty times the weight of seed used. Annual crop of sweet potatoes—934,410 tons ; of English potatoes—563,800 tons. The crop is much used to fatten pigs, as are the **yams**, which are grown in most of the Brazilian valleys.

Beans, a staple article of food amongst the working classes, are grown especially in the central and southern States, often along with maize : one row of beans and one row of maize. The beans ripen in four or five months from planting, and black beans are the most common. Production is about 1,042,000 m. tons. Export, 1948—15,097 tons, value Cr.\$41,287,000.

The production of **tea** is being stimulated in the State of Minas Gerais and São Paulo. Production is about 972 metric tons, of which 533 m. tons were exported in 1948.

The **livestock** includes :—Cattle, 46,250,000 ; Horses, 7,836,400 ; Asses and Mules, 4,176,765 ; Sheep, 9,900,000 ; Goats, 8,000,000 ; Swine, 24,500,000.

Cattle and horses are kept, more or less, in all parts of the country, but the States of Rio Grande do Sul and Minas Gerais have about half of the total number. Mules and asses are largely used for transport. Sheep are farmed chiefly in the far south, almost entirely in Rio Grande do Sul. Goats are the livestock of the northern part and are raised mainly for their skins, which are exported in large numbers. Swine are most abundant in Minas Gerais and Rio Grande do Sul. Brazil is the third largest pig-breeding country in the world.

Common Brazilian fowls are of poor quality, but superior breeds have been introduced, and successful poultry farming is carried on near Rio de Janeiro and São Paulo.

Meat:—About 25 per cent. of the cattle raised come from the State of Rio Grande do Sul, which has become the chief exporting centre for Brazilian beef. Over half a million head of cattle are fattened every year in the State of São Paulo on cultivated pastures. These States are the only ones in Brazil where European improved breeds thrive on the open range.

There are 42,000,000 head of cattle in all Brazil, of which 10,000,000 are in Rio Grande do Sul and 11,250,000 in Minas Gerais. The principal fattening camps are around the Barretos district in the State of São Paulo, and here more than 300,000 head of cattle are fattened every year. A number of fattening camps have been formed along the Sorocabana and Noroeste Railways and a quantity of suitable cattle are forthcoming from this zone for the frigoríficos in São Paulo. In the State of Minas Gerais cattle fattening is increasing year by year, particularly in the Triângulo,

the district between Rio Grande and Rio Paranaíba, extending to the Araza and Patos districts—and the north-west part of the State. The fat cattle find their way to Rio de Janeiro and São Paulo in about equal proportions. There are 21 frigoríficos and 70 “charque” establishments in Brazil. Total slaughtering in Government inspected concerns and municipal slaughterhouses is about 5,800,000 cattle, 4,400,000 swine, 1,000,000 sheep, and 1,139,000 goats. Total meat production is 1,057,250 m. tons, of which 877,500 tons is beef. The home consumption of jerked and fresh meat is increasing.

The bulk of the exports of Brazilian beef, frozen and chilled, of frozen mutton and offal was sold before the war on Continental markets and largely in Italy. Export of beef is now prohibited except from Rio Grande do Sul. 70 per cent. of export is canned.

The total amounts of meat and meat products exported during 1947 and 1948 were as follows: 1947—38,017 tons, value Cr.\$385,000,000; 1948—47,737 tons, value Cr.\$523,120,000.

Brazil, after Argentina, is the largest producer and exporter of hides and skins in South America, is the second largest exporter in the world of cattle hides, and is an important exporter of goat skins. Exports of hides and skins, 1947—75,228 m. tons, value Cr.\$1,003 millions; 1948—63,462 m. tons, value Cr.\$763 millions.

The Brazilian wool clip, mostly from Rio Grande do Sul, is about 20,500 m. tons a year. The textile mills consume most of it. Exports, 1948—7,040 m. tons.

Dairying has been extensively developed in Minas Gerais, São Paulo and Rio de Janeiro. The national output of cheese and butter is about 19,000 m. tons each a year. Minas Gerais is famous throughout Brazil for its “Minas” or “Mineiro” cheese.

Fishing; The annual fish catch is about 150,000,000 lb. This is the largest catch for any of the South American countries. The Amazon region has vast fishery resources and a large variety of fish. Only two species are used for commercial processing: the pirarucu and an aquatic mammal, the peixe-boi (sea-cow). The most important species sold in the fresh-fish markets are the pescado (small hake) and the tucunare.

The most common species of the “Bulge” area are: garoupa (grouper), bicuda (barracuda), and the voador, which is dried and sent to the interior where it is a favourite fish of labouring groups. In Paraíba and Rio Grande do Norte, albacora (swordfish) is caught in large quantities. Shrimps are caught and dried along the coasts of Maranhão, Ceará, and Bahia. Large quantities of crabs, clams, shrimps, spiny lobsters, and turtles are caught and consumed in Alagoas, Pernambuco, and Pará. Sharks are found along the whole Brazilian coast, and shark meat frequently appears on the markets of São Luiz, Cabedelo, Ilheus, Rio de Janeiro, Santos, Florianópolis, and Rio Grande.

In the Rio de Janeiro and Rio Grande do Sul areas, sardines are very abundant. Other fish caught in this region are: anchovy, grouper, tainha (mullet), bagaré (sold as salmon), corvina, shrimps, and other species. Brazil's South Atlantic coast is considered its best fishing ground.

Furs and Skins:—Nutria skins are collected for exports to

Europe, where they are generally sold without indication of their origin. Monkey skins also are sent to France and England, notably those of the bearded monkey or "guariba," and of the "muriqui," "eia," and "prego" monkeys. Of the various deerskins the red "matteiro" species is the best. Jaguar or "onça" skins are obtained in Minas State, and wolf, wild-cat, and otter in many parts of the country. The Amazon area and Mato Grosso supply reptile skins. About 200 tons of skins are exported annually from Manaus.

Isinglass, or fish glue, prepared at the mouth of the Amazon, is exported chiefly to England in quantities varying from 100 to 300 tons per annum by merchants in Pará.

Drugs:—Most of the plants used in medicine exist and are collected in Brazil. Varieties of the cinchona, the source of quinine, abound as well as quassia, gentian and other bitter drugs. Ipecacuanha is found especially in Minas Gerais and Baía, nux vomica in Amazonas. Jaborandi, used largely as a hair tonic, commonest in the northern States, grows also in São Paulo. Jalap, verbená, and digitalis, senna and castor seed are among the better-known products of an innumerable variety, passing under local as well as scientific names.

Butterflies:—There are over 30,000 species of butterflies in Brazil. Some 3-4,000 lepidoptera are found in the Federal District alone. Settlers in Southern Brazil make pocket-money by catching and preserving butterflies, chiefly of the "morpho" and "blue silk" varieties, for use in jewellery and ornaments. Mounting and setting coloured beetles and other insects is a thriving small industry.

Orchids:—Well over 1,000 varieties have been identified, and there are orchids of greater or less value in favourable situations in the Amazon valley and throughout the coastal hills. Many of the most valuable of the Amazonian orchids are found on tree tops, and they are hunted by collectors during the dry season beginning in March. Pernambuco is a regular market for varieties prized by the outer world. Some of the rarest and dearest are found in Santa Catharina State.

ON THE FAZENDAS.

The typical fazenda is an industrial undertaking for the production most often of coffee, but sometimes of cotton or sugar cane. The fazendeiro, or proprietor, normally lives upon the estate (as does his manager), and near to the workers' cottages, which are built nowadays of brick with a single door and two or three windows. The cottages are usually all the same size, set in line, and backed by allotments for growing vegetables and keeping one or two animals per family. The buildings include the engenhos, or barns, in which the coffee is washed and worked, and the sugar cane crushed. They adjoin the terreiros, a large paved yard. On large fazendas there is a central store, church and school, and on the largest a hospital, restaurant, and cinema may be found.

The main work of the ordinary colonist upon a coffee estate is weeding, which must be done about six times a year. A single worker is able to tend 2,000 trees, occupying about 6 acres; families

tend a larger number, according to their size. Pruning is mostly done by gangs of experienced men who travel the district. A fact of great practical importance to the São Paulo coffee industry, and one which explains its large development, is that the berries ripen together, usually towards the end of June, although picking is not necessarily completed until November. Instead of making two or three harvests, as in some countries, the planter is able to economize labour by picking all the berries from one bush at one time.

Fertilizers are dear and cost more than twice as much as in Europe, and are accordingly little used. A cheap supply of nitrogenous and phosphatic manures would greatly increase the fertility of the estates.

The workers, who are largely European immigrants, are paid an agreed price per 1,000 shrubs for cleaning, weeding, or pruning the coffee plants. For gathering coffee berries they earn a fixed price per *alqueira* (a bushel measure of some 50-55 litres). In addition they work for daily wages for probably fifty days per year. In their free time they cultivate crops either plots set apart for the purpose or between the lines of coffee plants upon the estate. Beans and maize are thus grown for food, and pigs, cows, goats, or chickens are fattened.

Safeguards have been devised in the interests of immigrant workers. The conditions have been found good by many thousands of Southern and Central European labourers, and some have risen to possess *fazendas* of their own.

MINERAL RICHES.

Gold, distributed widely over the three southern mountain ranges is found chiefly in low-grade quartz veins. The most important zone is in central Minas Gerais, where the only two mines in Brazil are operated. Generally speaking, the average percentage of the deposits is not more than 10 grammes of gold per ton. The St. John Del Rey mines, in Minas Gerais, which celebrated their centenary in 1931, are almost the only ones in regular work. Output of gold mines was 130,260 fine ounces in 1948.

Manganese ore, the most considerable of Brazilian mineral products, is produced chiefly in Minas Gerais State, and is also worked on an increasing scale near the port of Bafa. There are proved but undeveloped deposits in Maranhão, about 200 miles from Pará, and the Urucum mountain, 15 miles south of Corumba, in Mato Grosso, is said to be the richest deposit of manganese in the world. Exports of ore are almost entirely from Rio de Janeiro and predominantly to the United States. Production, 1947—451,507 tons. Exports: 1947—121,092 tons; 1948—141,253 tons.

Coal:—The principal mines are at São Jeronymo, Butia and Jacuhy in Rio Grande do Sul, and Ararangua, Urussanga, Lauro Muller and Crisciuma in Santa Catarina, reserves being estimated at 5,000 million tons. The 1948 production was some 2,015,286 m. tons. The quality is poor, but the coal is used by certain railways and industries. Imports of coal were 1,051,116 m. tons in 1948.

Iron:—The reserves of ore existing chiefly as magnetite and hæmatite (locally called itabirite) compare in size with those of the United States and are computed at 25 per cent. of the available

world supply. The deposits occur chiefly in Minas Gerais and southward. The average content of metallic iron is estimated at 60 per cent. or more with a low percentage of phosphorus. They have not been properly exploited because of the dearness and poorness of fuel and the distance from markets. There are at present 12 reverberating furnaces in Minas Gerais for the production of pig iron, and seven Siemens-Martin furnaces turning out steel. A large number of foundries have been established in the State of São Paulo, Rio Grande and Rio de Janeiro. The 1948 production of pig-iron was 532,394 m. tons; of steel, 481,114 m. tons, and of sheet iron, 386,665 m. tons. Export of iron ore: 1948—599,289 tons; 1947—196,737 tons. Pig iron, 1948—65,190 tons.

A major industrial undertaking are the National Steel Mills at Volta Redonda, State of Rio de Janeiro, near the border of Minas Gerais, 90 miles from the Capital and 220 from São Paulo. Volta Redonda is south of the Serra do Mar, and is served by the Central Railroad of Brazil to Rio de Janeiro. This has now been electrified.

The plant produces 300,000 tons of steel and 50,000 tons of pig iron annually—or about half of Brazil's steel requirements. It has two open-hearth steel and six blast furnaces capable of handling 800 tons of ore daily, using coke from coal gotten at Santa Catarina. The plant manufactures steel rails and accessories, sheet steel, tinplate, angle bars, etc., and produces by-products such as sulphate of ammonia, toluol, benzol, heavy and light oils, tar, and basic products for the chemical industries.

The plant has an overall length of three miles. The mill is close to the Paraíba River, which supplies an ample volume of water. On the side of the valley above it is the model town of Volta Redonda, with housing for 10,000 people.

Another project under way is the development of the Itabira iron ores, estimated to amount to 25 per cent. of the world's supply. These ores would be of inestimable value to the steel industries of Britain, the U.S.A., and of Brazil itself. The mined ore will be taken by rail to the Atlantic port of Vitoria for export, where there is a conveyor belt to load four vessels at the same time and handle 7,000 tons a day. The 350-mile Vitoria-Minas Railroad is to be rehabilitated to bear a traffic of 1,500,000 tons of ore annually. This railway connects with the Central Railway of Brazil, and also with the Leopoldina Railway. There is a project, too, for connecting the Vitoria-Minas Railway with the Baía-Minas Railway.

Oil:—The discovery of bituminous schists in Piahy and other northern States is reported from time to time. The best results have been obtained in Baía, near the State Capital, where the oil fields of Lobato, Joanes, Candeias, Aratu, and Itaparica have been discovered. Production was 143,405 barrels in 1948. This was refined in two Government-owned plants.

Bauxite in large quantities is found in Minas Gerais and elsewhere, but little aluminium is produced by 3 plants. **Asbestos** has been found in Minas Gerais, Baía, Pernambuco, and Rio Grande do Norte. Deposits of **Barytes** are being worked in three districts in Minas Gerais. **Chromium** and chromite deposits have been found in the State of Baía. **Copper** exists in Baía, Paraíba,

Ceará and Rio Grande do Sul. **Molybdenum**, associated with hyaline quartz and iron pyrites, is found in Santa Caterina. **Nickel** deposits exists in Minas Gerais and Goiaz. Work has been begun on the deposits at Livramento and Barro Branco, and there are some exports. **Platinum** is found in alluvial deposits in Minas Gerais and Mato Grosso. Almost all the galenas contain **Silver**. The lead mines of Adrianopolis, in the Ribeira River valley, yield 5 tons of lead and 5 kilos of silver daily. Production of **Kieselguhr** is now 1,056 tons a year. There is **Mica** in Minas Gerais and there are small exports : 987 tons in 1948.

Tin and Tungsten :—Cassiterite is found in Minas Gerais, Paraíba, and also in Rio Grande do Sul in association with wolframite. **Titanium** : Rutile is found in the diamond districts of Minas Gerais, Baía and Goiaz. Large crystals are encountered in the alluvial deposits. **Zirconium** ore is obtained chiefly from mines in Goiaz. The ore contains about 86 per cent. of zircon dioxide. There are abundant **Monazitic Sands** on the coast of the States of Baía, Espirito Santo and Rio de Janeiro, in conjunction with ilmenite and zircon sands. Exports of **rock crystal** (for optical and radio manufacture) were 720 m. tons, value Cr.\$83,945,000 in 1948.

Mineral Waters :—Wonderful mineral springs are found chiefly in the southern part of the State of Minas Gerais. Beautiful spas have been created around these health-giving waters, and at Caxambú, for instance, in addition to the most modern hydro-therapeutic establishments for the treatment of invalids, there is a large industry engaged in preparing the water for distribution to all parts of the country.

The production of **Salt**, mainly in Rio Grande do Norte, is about 562,000 m. tons a year.

PRECIOUS STONES.

Gems, more or less precious, are found in Brazil in great variety. Among the kinds are colourless tourmaline or achroite and amethysts. Andalusites are found in several colours but rarely in perfect crystals. Beryls, blue and green and pale gold occur in Minas Gerais ; cachalong, a variety of opal, is found at Rio do Peixe, Santa Catarina ; chrysoberyl and cymophane (true cat's-eye) in Minas Novos and in quartz veins in several streams.

Diamonds have been obtained from Brazil for 200 years, chiefly from Diamantina (Minas Gerais), and also from parts of Goiaz, Mato Grosso, and Baía. The stones are esteemed even more highly than Kimberley diamonds. Gems of large size have been found, including one at Patos on the River Areado, weighing over 2,000 carats and valued at about £160,000. A stone discovered in 1929 in the River Abaete is reported to be the largest rose diamond in the world. Exports : 1947—28,680 grams, value Cr.\$52,404,000 ; 1948—12,086 grams, value Cr.\$18,805,000.

Carbonados or black diamonds used in industry as abrasives are found hardly anywhere outside Brazil. The Paraguassú River (Baía) is the principal source of these exceedingly hard crystals.

Emeralds have been occasionally discovered. **Garnets** occur in quartz and gneiss in many parts. **Jasper**, together with agates, cornelians, and sards, is common in the river beds of Rio Grande do Sul. Precious opal has been obtained at Agua Saija. **Pearl** fishing is not organized, but pearls are recovered from the lagoons of the Araguaya and its tributaries. Rubies, although scarce, are not unknown. **Sapphires** are found with diamonds in the River Coxim and its tributaries (Matto Grosso). Topaz has been obtained for a century past from Pescaria, an island near Rio de Janeiro.

Export of aquamarines and precious and semi-precious stones, 1948—1,326,699 grams.

TRADE AND COMMERCE.

The following records the recent course of Brazilian international trade:—

					Exports. Millions of Cruzeiros.	Imports.
1948	..	..	..	..	21,696.9	20,984.9
1947	..	..	..	..	21,179.4	22,789.3
1946	..	..	..	..	18,243	13,029
1945	..	..	..	..	12,197.5	8,617

In 1947 the United States' exports to Brazil amounted to 60 per cent. of the total, Great Britain's to 7 per cent., and Argentina to 6.4 per cent. The U.S.A. took 39 per cent. of Brazil's total exports, Great Britain took 8.2 per cent., and Argentina 9.4 per cent.

The Federal District takes 46 per cent. and São Paulo State takes 39.6 per cent. of the total imports. São Paulo provides 50.5, and the Federal District 12.5 per cent. of the total exports.

FOREIGN DEBT (Dec. 31, 1949.)

Currency.	Federal Union, States, and Municipalities.
Sterling	£72,487,260
U.S.\$	\$165,367,200
Francs, paper	272,908,462
Francs, gold	229,185,500
The internal debt is stated to be Cr.\$10,412 millions.	

Foreign Capital invested in Brazil is preponderantly British. An estimate given by the *South American Journal* shows that the total British investment quoted upon the Stock Exchange in 1948 was £207,973,684. The average interest paid was 3.1 per cent. Of the total £121,285,920 is in Government Bonds, £33,963,729 in railways, and £52,724,035 miscellaneous. No interest was paid on £33,973,276. Another estimate gives U.S. direct investment at \$337,242,028.

PRESS.

Rio de Janeiro: "Diario Carioca," "O Globo," "Diario de Noticias," "A Nação," "Correio da Manhã," "Jornal do Brasil," "Jornal do Commercio," "A Noite," "Diario da Noite," "O Jornal," "Diario Oficial" (the official gazette). "Brazil Herald" (daily, in English); "Brazilian American" (monthly magazine in English).

São Paulo: "Diario da Noite," "Folha da Manhã e da Noite," "Diario Popular," "O Estado de São Paulo," "Diario de São Paulo," "A Plates," "Correio Paulistano," "Times of Brazil," "A Gazeta."

Bahia: "Diario de Noticias," "A Tarde."

Pernambuco: "Jornal do Recife," "Jornal do Commercio," "Diario de Pernambuco," "Diario da Manhã," "Folha da Manhã."

Santos: "O Diario de Santos," "A Tribuna."

Para: "Estado do Pará," "A Folha do Norte."

Manaos: "O Jornal."

Porto Alegre: "Correio do Povo," "Diário de Noticias."

Rio Grande: "Rio Grande," "O Tempo," "Gazeta da Tarde."

Pelotas: "A Opinião Publica," "Diário Popular."

Curitiba: "O Dia," "Gazeta do Povo."

INDUSTRIAL DEVELOPMENT.

The manufacturing industries of Brazil are expanding rapidly. Already the bulk of the home demand for most articles, except engineering products is supplied by the national factories. Manufacturing is mostly confined to consumer goods. The processing of foods and the production of textiles are the most important. About four-fifths of the raw materials are produced in the country.

Since the beginning of this century the manufacturing industries of the State of São Paulo, under the protection of a heavy customs tariff, and the utilization of electric power, have made extraordinary progress. (If the index for 1911 is taken as 100, the index for 1943 stood at 5,473.) The total number of registered industrial establishments in 1943 was 29,776, against 6,555 in 1935. In all Brazil the figure is 80,633 (against 64,000 in 1940), with an estimated total production valued at over Cr.\$85,000 millions. São Paulo State is responsible for 60 per cent. of this.

In all Brazil there are 440 cotton mills with 3,071,000 spindles and 97,061 looms, producing, in 1946, 1,200 million metres of cloth and 159,809 metric tons of yarn, and consuming 215,000 tons of cotton. The most important mills are at Rio, São Paulo, in Minas Gerais, the Federal District, and the northern States. The cotton knitting industry has 162 establishments, mostly in São Paulo, with 29,400 spindles and 5,170 knitting machines. Export of Brazilian cotton manufactured goods was 5,814 m. tons, value Cr.\$490,520,000 in 1948.

The 211 silk and rayon weaving mills in São Paulo State have a total of 11,080 looms, and produce ribbon as well as broader fabrics and silk stockings (annual output 3,500,000 pairs). There are five rayon factories in Brazil, with an output of 9,589 metric tons. In all Brazil, 60 mills spin silk yarns from cocoons, with an estimated yarn output of 500,000 kilos.

The woollen industry employs about 3,000 operatives in the States of Rio Grande do Sul and São Paulo. In the latter State there are over 600 looms and some 20,400 spindles, producing 8,500,000 square metres of woollen textiles.

There are 12 spinning and weaving jute mills (3,154 looms) in the State of São Paulo. In Santos there is a weaving mill with 180 looms, and in Rio de Janeiro and other parts of the Republic, weaving mills operating 1,093 looms. In all, there are 30 jute mills spinning or weaving in Brazil, with 5,007 looms, producing, in all, 13,794,500 metres of burlap, 44,034,200 bags, and 3,000 tons of yarns. The factory of the Cia Fabril de Juta Taubate is the largest jute factory in S. America.

Eleven paper factories in the State produce 141,600 metric tons of

paper of all kinds and qualities, though there is still an inadequate domestic production of newsprint. Brazil has very large supplies of vegetable fibres from which the paper industry could obtain its requirements of cellulose. Some States have therefore made regulations to encourage the industrial use of these fibres which can be obtained in large quantities from wild rapidly-growing plants. In Baía, for instance, those employing fibres not yet industrially exploited are exempt for 15 years from certain State taxes. In all Brazil there are 52 paper factories producing 186,957 tons of paper—three-fourths of the national newsprint requirements.

Two of the most prosperous industries in Brazil are those producing footwear and head gear. According to official figures the number of boots and shoes produced by national factories exceeds 70,000,000 pairs; and the number of hats 9,000,000. The perfume and cosmetic industries are prospering, and 70 factories produce 66,500 tons of glass.

There are 338 sugar mills in the country, 54 in the State of Pernambuco, with an annual production of 21,000,000 bags of sugar, 123,000,000 litres of spirit and 168,000,000 litres of alcohol. Seven large concerns produce 1,111,503 m. tons of cement.

There are 15 rubber manufacturing factories in the Federal District turning out tyres (994,609), inner tubes (744,667) and overshoes.

Rubber manufactures are exported.

Lesser industries are those producing containers, tobacco, food products, chemicals, pharmaceuticals, furniture, matches, metal art goods, lumber and its products, leather and its products, pig iron, rolled iron, steel and steel products.

The industrial development of Brazil is enormously helped by unlimited **water-power**. It is estimated that 19,500,000 H.P. are available, but so far only about 3 per cent. have actually been developed, mainly by the Brazilian Traction Co. This company provides power and light to the cities of Rio de Janeiro, São Paulo and Santos, to the amount of 2,825,522,200 k.w.hs. in 1946.

There are also two large hydro-electric plants near Rio de Janeiro. One, the Jerry O'Connell Dam at Bananeiras (Baía), has a capacity of 9,000 kilowatts, and furnishes electricity for the city of Baía. Large and small stations have a generating capacity of 1,486,144 kilowatts (1,248,406 hydro-electric and 237,738 thermo-electric).

In 1932 the President decreed an 8-hour day for industry and in 1939 a minimum salary law was introduced.

Immigration:—Of some 4 million immigrants since 1886 approximately 1,150,000 arrived from Portugal, 1,373,000 from Italy, 578,000 from Spain, with about 200,000 from Germany, 110,000 from Russia, 90,000 from Austria, and 60,000 from Japan.

From 1939 to 1945, the number of foreigners taking up residence in Brazil was exceeded by the number of foreigners leaving it.

The conditions of immigrant life in Southern Brazil have been found much more adapted to the peoples of Central and Southern Europe than to those of English upbringing. Agencies exist to help immigrants, and information on the subject is obtainable through the leading shipping companies.

Transport continues to be Brazil's main problem. The interior is unfortunately cut off from the coast, except on the north, by almost impassable mountains. The present trend is towards building roads rather than railways, and the motor-lorry already plays a large part in Brazilian transport.

The **Railways** are theoretically all vested in the State and are either directly operated as Federal or State railways or worked on concession or lease with or without guarantee of interest. The British Leopoldina Railway and the Great Western of Brazil Railway have now been sold to the Government.

The most important schemes on hand are the extension of the Sorocabana Railway from Mayrink to Santos (the first part of this line is open), and the linking of north and south by a stretch of 372 miles.

At the beginning of 1947 there were 21,866 miles in operation (single track), a mileage increase by 75 per cent. since 1907. Three-fourths of the total mileage radiate from São Paulo or Rio de Janeiro.

Roads:—Road construction has been pressed on with new energy, notably in São Paulo State, which has the best roads in the country, and in the adjacent south-eastern States. In the interior a good road is being driven from the railway to Cuyabá (Matto Grosso). In the north-eastern area near Ceará, Rio Grande do Norte, and Parahyba, new motor roads accompany the development of irrigation. A capital new highway connects São Paulo with Rio de Janeiro, and work is progressing on the final stages of a 600 kilometre road between Rio and Belo Horizonte, capital of the State of Minas Gerais. The road, 560 miles long, from São Jao, in the State of Santa Caterina, to Barracao, on the Argentine frontier, is nearing completion.

Dirt roads and highways have increased from 70,797 miles in 1930 to 161,500 miles in 1945, more than doubling the mileage built before 1930. Less than a quarter are improved roads.

Brazil's Federal and State highway programmes are co-ordinated under a national plan which designs to make all parts of the country accessible through a network of first-class roads.

WEIGHTS AND MEASURES.

The metric system was adopted in 1889, and is used in all official departments. It is the only dependable standard to employ, as various of the ancient measures have widely different measurings in different parts of the country.

In LAND MEASURE :—

Alqueire = 2.42 hectares in São Paulo and Paraná.
4.85 " in Rio de Janeiro.
48.40 sq. metres in Goyaz and Espirito Santo

In DRY MEASURE :—

Alqueire = 40 litres in Rio de Janeiro.
50 " in Pará.
320 " in Parahyba.

With other connotations in other places.

The following WEIGHTS are in common use :—

Libra = 1.012 lbs. Arroba = 32.38 lbs.
Quintal = 129.54 "

STANDARD BALES.

Coffee	=	60 kilos.	Cotton	..	80,140,180 or 225 kilos
Cacao	=	60 kilos.	Tobacco	..	70 kilos average.

BRAZILIAN CURRENCY.

Since Nov. 1, 1942, the unit of the monetary system has been the **Cruzeiro**, equal in value to the old milréis, and divided into 100 centavos. The metal money consists of 1, 2, and 5 cruzeiros, and 10, 20, and 50 centavos. There is paper money for 10, 20, 50, 100, 200, 500, and 1000 cruzeiros. All money amounts are now proceeded by the symbol Cr\$. A comma is used to indicate the division of cruzeiros from centavos. For example :—

Cr \$0.30 (thirty centavos).

Cr \$12.10 (twelve cruzeiros and ten centavos).

Cr \$875.25 (eight hundred and seventy-five cruzeiros and twenty-five centavos).

A conto of cruzeiros is Cr\$1000.

The U.S. dollar has been adopted as the basis of exchange. The selling rate for sterling is 80.00, and for the dollar is 30.

POSTS AND TELEGRAPHS.

Letter Post :—Inland and Pan-America and to Spain, per first 20 grammes, 40 centavos and 20 centavos per 20 grammes thereafter. Foreign, per first 20 grammes, Cr.\$1.20 and 70 centavos per 20 grammes thereafter. Air-mail : Inter-state rate is Cr.\$1.20 for each 5 grammes or fraction of L.C. mail (letters, letter cards, postcards), and 25 grammes of A.O. mail (manuscripts, samples, printed matter and parcels). The charge within the same state is Cr.\$0.90. Foreign countries are divided into ten groups, according to distance from Brazil. Charges are for 10 grammes of L.C. mail and 50 grammes of A.O. mail. They vary from Cr.\$1.70 L.C. Cr.\$2.00 A.O. for near Republics ; Cr.\$3.80 L.C., Cr.\$3.50 A.O. for Spain and the U.S.A. ; to Cr.\$5.80 L.C. and Cr.\$6.60 A.O. to Great Britain, to which air mail is now carried four times a week by British South American Airways.

Air Mail from Great Britain to Brazil, see page 30. Ordinary mail, 3d. for first ounce, 1½d. for each succeeding ounce.

Telegrams :—The charge varies from 10 to 40 centavos per word in the various States, in addition to a fixed charge of 1 cruzeiro per message.

Telephones exist in most of the principal towns. The total length of lines is about 570,000 miles. The automatic system has been installed in certain cities. The Companhia Radio Internacional provides direct radio-telephone communication with the United States, Canada, Mexico, Cuba, Argentina, Uruguay, Chile, Japan, and Europe, and also internal Brazilian Services.

Cables :—All America Cables & Radio, Inc., provides communication with all the world through its stations at Rio de Janeiro, Santos, and São Paulo. The Western Telegraph Co., Ltd. (British), has branches at all important ports on the coast and at São Paulo. Communication is provided with all parts of the world "Via Imperial."

BOOTH LINE



REGULAR MAIL, PASSENGER & CARGO SERVICES from
LIVERPOOL *via* **LEIXÕES** (OPORTO), **LISBON**, **MADEIRA**
 and **TENERIFFE** and from **LONDON**, **ANTWERP** and other
NORTH EUROPEAN PORTS to **PARÁ**, **MANAUS**, **SÃO LUIZ**
(MARANHÃO), **FORTALEZA (CEARÁ)** and **PARNAHYBA**,
 also **LETICIA** and **IQUITOS** (*with transshipment*)

7 Weeks Round Voyages 1,000 Miles up the Amazon
via **PORTUGAL**, **MADEIRA** & **TENERIFFE**

REGULAR SERVICES from **NEW YORK** to
NORTH, **MID** and **SOUTH BRAZIL**
 also **LETICIA** and **IQUITOS** (*with transshipment*).

THE BOOTH STEAMSHIP COMPANY LIMITED

Cunard Building, **LIVERPOOL**, 3.

London Loading Brokers:

LAMPORT & HOLT LINE LTD., 85 Gracechurch St., E.C.3

London Passenger Agents:

BLUE STAR LINE LTD., 3 Lower Regent St., S.W. 1.

BOOTH AMERICAN SHIPPING CORPORATION

17 Battery Place, **NEW YORK**, U.S.A.

Main Office in Brazil:

BOOTH (BRASIL) LTD., **PARÁ**.

International radio-telephone and telegraph services are available. A local company, the Radiotelegraphica Brasileira, maintains constant direct communication by telegram and telephone with nearly all countries from its stations at Pernambuco, São Paulo and Porto Alegre. Messages through this company carry the unpaid prefix "Via Radiobras."

A powerful **broadcasting** station has been opened at São Paulo for the transmission of musical and other programmes to remote points. There are altogether 68 broadcasting stations in Brazil.

UP THE AMAZON RIVER.

ROUTE LIVERPOOL-MANAUS BOOTH LINE.

Ocean liners of 7,000 tons regularly negotiate the Amazon for a distance of 1,000 miles up to Manaus, well in the heart of the continent.

Salinas brings into view the first glimpse of the New World and of the waters of the Amazon, which have changed the colour of the sea from deep blue to pale yellow-green. To starboard is Marajó Island, and opposite a dense green wall of the equatorial forest, with its distances veiled in mist. Between the ship and the shore native catamarans, with blue sails, may usually be seen.

This is the Pará River, one of the mouths of the Amazon, with many forest-clad islands. Small settlements of white bungalows and palm-thatch native huts become frequent. Chapéu Virado is passed, then Mosqueiro, both riverside resorts of the people of Pará, where the ship comes to a momentary rest.

In Pará City, the traveller has the option of staying ashore or of sleeping on board. The hotel is comfortable and modern. Pará reminds the experienced traveller of the East. There are beggars showing their deformities, naked children with mops of dark hair, white towers, and tall waving palms.

One of the first places to visit is the Bosque, a public garden—an area of jungle left untouched to serve as a public park. This can be reached by motor-car or tram. Paths have been cut into the jungle, disclosing beautiful, curious, and weird sights. The frail assai mingles with the bamboo and great buttressed giants. In the middle of the Bosque is a large pond, and nearby is a cave where in semi-darkness hundreds of bats, some of the vampire variety, fly restlessly within inches of the visitor's head.

Passing from the cave into sunlight one traverses the central mango avenue of modern Pará and enters the old town. Here are the market and quayside, with river craft and natives, from the dark-skinned and sometimes fair haired Caboclo to the coffee-coloured Amazonian Indian and the coal-black Barbadian negress.

In the Pará market examples of native work can be purchased cheaply, such as decorated calabashes, snake and onça skins, alligator skulls and teeth, curious pottery, woodwork, pipes, and baskets; together with tropical fruit, tobacco, and Amazonian fish. Near by are the shopping centres in the Rua S. Antonio and João Alfredo. Another place worth a visit is the Zoological Gardens, containing egrets, macaws, parrakeets, and other birds of beautiful plumage. Cages of the fauna of the forest, from the

baby coati to the giant onça, or South American leopard, are placed among the palms. Back in the old town, the fort, built where the Portuguese explorers first landed, is the Palace of the Governor of the State, with inlaid floors and furniture in Amazonian woods; a Cathedral and churches, all worth a visit. The streets contain curiosities. Laid out to dry on the pavement are small balls of crude rubber, cocoa beans, brazil nuts, and other forest products.

A few hours up the broad river the region of the thousand islands is entered. The passage between this maze of islets is known as "The Narrows." The ship winds through lanes of yellow flood with equatorial forest within 20 or 30 yards on both sides. In the Furo Grande the vessel rounds a hairpin bend touching the trees, bow and stern. For over a hundred miles these lanes of water lead through the jungle. Natives in their dugout canoes cease paddling to gaze at the huge vessel. Families of naked children stand on platforms raised above the flood on poles.

When the sun suddenly goes down, troops of monkeys hold conversation before retiring. The moon silhouettes the line of palms—ghostly in their loveliness—and often the indigo vault is ablaze with lightning. These soundless electric storms, although harmless, are awe-inspiring.

After the Narrows, the first point of special interest is formed by the curious flat-topped mountains, on one of which stands the little adobe-and-stucco town of Monte Alegre, an oasis in the desert of forest. Santarem, a few hours up-stream, and on the opposite bank, stands at the confluence of the Tapajós River with the Amazon. The yellow Amazonian water is mottled with greenish patches from the Tapajós. By day gorgeous butterflies flit about the decks, and birds of brilliant plumage, disturbed from their siesta, cross the river or fly along the banks. At night, immense moths are attracted by the tiers of lighted decks.

Obidos is passed during the night. There the river is comparatively narrow, and for many miles little is seen except the wall of the great Amazon forest. The river shines like molten gold in the rays of the noonday sun, changing to silver when the tropical moon rises in the wake of the ship.

About nine miles from Manaus the steamer leaves the main stream and enters the Rio Negro, with blue-black water, which forms dark patches and whirlpools in the yellow Amazonian flood.

Approximate distances up-stream from the river mouth on the Amazon River (English statute miles):—

Pará	80	Santarem	610
Narrows (entrance) ..	225	Obidos	690
Narrows (exit)	330	Parintins	790
Gurupá	375	Itacoatira	940
Oteiras	465	Manáus	1,060
Praínha	510		

Liverpool to Manaus, 5,898 miles.

IGUÁSSU FALLS.

Sete Quedas (Seven Falls) and Iguassú (described on page 163) are pre-eminent amongst the many tourist attractions of South America. In many ways they surpass in natural grandeur both

Niagara and the African cataracts of the Zambese. "Cycloptic grandeur," is the expression used by one writer attempting to express something of the beauty and savagery of the 18 falls of Sete Quedas and the 11 at Iguassú. And no less prodigal in astonishing sights is the route by the River Paraná from the railhead, Presidente Epitacio to Guayra (*hotel*). A short railway, 38 miles, runs from Guayra to Porto Mendes, whence a boat is taken to Fóz de Iguassú. Specimens of most varied regional fauna—quaint monkeys, enormous anteaters, alligators and even panthers—can be seen from the decks of the comfortable vessels plying on these rivers. Sete Quedas are three days' travelling from São Paulo, and two more days bring us to Iguassú. There is a weekly air service from São Paulo to Iguassú *via* Curitiba. The hotels at the falls are good.

A BRAZILIAN CALENDAR.

- 1499. Part of the coast explored by Vicente Pinzon.
- 1500. Coast near Bahia discovered by Pedro Alvarez Cabral.
- 1501. Americo Vespucci commands an expedition to Brazil.
- 1503. First settlement established at Bahia.
- 1530. Brazilian coast visited by William Hawkins.
- 1542. Bahia visited by Thomas Pudsey of Southampton.
- 1555. The French established themselves at Rio de Janeiro.
- 1564-72. Vice-Royalty of Mem da Sa.
- 1567. French finally expelled from Rio de Janeiro by the Portugese.
- 1572. Brazil divided into two Governments at Bahia and Rio de Janeiro.
- 1574. Negro slaves introduced.
- 1577. General Government re-established. First English commercial relations opened up with Santos by John Whithall.
- 1617. First news-sheet founded.
- 1630. Pernambuco captured by the Dutch.
- 1662. Holland signs a treaty surrendering her claims in Brazil.
- 1681. First discovery of gold.
- 1686. Yellow fever introduced.
- 1727. Diamonds discovered in Diamantina. First coffee plants introduced by the French.
- 1762. Seat of Government transferred from Bahia to Rio de Janeiro.
- 1808. Arrival of the Portuguese Court, escorted by a British naval force, in Brazil.
- 1815. Brazil elevated to the rank of a kingdom.
- 1820. The opening of the Rio de Janeiro Exchange.
- 1822. Dom Pedro declared Emperor.
- 1823. Lord Cochrane appointed First Admiral of Brazilian Navy. Frees the Northern Provinces of Brazil, attacking with two ships a convoy of troops protected by thirteen warships.
- 1824. Adherence to the Monroe Doctrine.
- 1825. Independence of Brazil acknowledged by Portugal.
- 1831. Dom Pedro abdicates the Brazilian throne.
- 1847. First German colonists arrive.
- 1849. Rosas proclaims war against Brazil.
- 1851. The Royal Mail Steam Packet Company begins its service.
- 1853. First railway travelling accomplished near Rio.
- 1858. First section of Central Railway of Brazil inaugurated.
- 1874. First South American cable laid between Pernambuco and Lisbon.
- 1888. Slavery abolished. Extension of coffee planting.
- 1889. Republic proclaimed. General Deodoro da Fonseca elected first President.
- 1891. The Constituent Assembly promulgates the Federal Constitution.
- 1893. Compulsory education enacted.
- 1895. The coffee boom.
- 1924. Insurrection in São Paulo.
- 1930. Revolution. Provisional Government established.
- 1932. Revolt of São Paulo.
- 1942. Brazil declares war on Germany and Italy.
- 1943. Expeditionary force sent to Europe.
- 1945. New Constituent Assembly elected.

BRAZILIAN EMBASSY AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London .. (54 Mount Street, Mayfair, W.1)	Ambassador Extraordinary and Plenipotentiary.	Dr. José Joaquim Moniz de Aragao, C.B.E.
	Minister Counsellor ..	Mario Guimarães.
	Naval Attaché	Capt. Manoel Roberto de Castilho.
	Comm. Counsellor ..	Egydio de Camara Souza.
	1st Secretary	Manoel Pio Correia.
	2nd Secretary	Leonardo Eulalio do Nascimento e Silva.
	Comm. Attaché	Jorge de Oliveira Maia.
	Assistant	Caio Julio César Vieira.
	Attaché	Mario Saladini.
	Chancellor	Anna Olga Stibich.
		M. Gomido Ribeiro dos Santos.
	Attaché	Gastão Nothman.

CONSULATES.

London	Consul-General ..	Decio Coimbra.
Aldwych House, Aldwych, W.C.2		
	Consul	Beata Vettori.
	Vice-Consul	Paulo da Costa Franco.
Cardiff	Consul	Jorge K. Cabral.
Glasgow	Vice-Consul	Braulino Botelho Barbosa.
Liverpool	Consul	Felipe Santa Cruz Guimarães.
	Vice-Consul	J. Almeida Rodrigues.
Southampton ..	Consul	Murillo Martins de Souza.
	Vice-Consul	Pedro Polzin.
Dublin	Consul	Benno Strunck.

BRITISH EMBASSY AND CONSULATES IN BRAZIL.

(M) denotes that the Consular Officer holds a marriage warrant; (L) that he has authority to register *lex loci* marriages.

RESIDENCE.	RANK.	NAME.	CONSULAR
Rio de Janeiro	Ambassador Extraordinary and Plenipotentiary.	Sir Nevile Montagu Butler, K.C.M.G., C.V.O.	—
	Counsellor & H. of Chancery ..	G. P. Young.	—
	2nd Sec. ..	K. C. Christofas, M.B.E.	—
	Minister (Comm.)	Sir Henry King, K.B.E.	—
	1st Sec. (Comm.)	W. A. T. Sowden, M.B.E.	—
	2nd Sec. (Comm.)	L. P. Bridal.	—
	3rd Sec. (Comm.)	R. J. Stratton.	—
	1st Sec. (Labour)	L. Mitchell.	—
Rio de Janeiro	(M) Consul-General (Act.)	A. G. Ponsonby ..	States of Rio de Janeiro, including the Federal District, Espírito Santo, and Minas Gerais east of the line following the 47° Meridian W. from the point at which it intersects the Rio Grande to the point at which it intersects the River Parnaíba.
	Vice-Consul ..	A. T. Bates ..	
	Pro-Consul ..	A. J. Templar ..	
Belo Horizonte	Vice-Consul ..	H. V. Walter ..	
Morro Velho	Vice-Consul ..	G. F. Senior ..	
Victoria ..	Vice-Consul ..	(L) E. Haynes ..	States of Bahia and Sergipe.
Bahia	(M) Consul ..	A. J. Evans, M.B.E. ..	
	Consul	F. D. Marquez ..	
Aracaju ..	Consular Agent ..	W. C. Donald ..	
Ilhéus ..	Vice-Consul (Act.)	C. H. Howe ..	

Pará	(M) Consul ..	E. F. Wise ..	} States of Grand Pará Amazonas, Maranhão, Piauí and the Federal Territory of the Acre.
	Vice-Consul ..	R. Gauld ..	
	Pro-Consul ..	J. M. de Pontes Leite	
Manaus ..	(L) Vice-Consul	P. J. Turner ..	
Maranhão ..	(M) Vice-Consul	—	
Pernambuco ..	(M) Consul ..	G. W. Creighton ..	} States of Pernam- buco, Alagoas, Paraíba, Rio Grande do Norte, and Ceará.
	Vice-Consul ..	C. R. Girdwood ..	
Ceará ..	(M) Vice-Consul	W. H. Chippendale ..	
Maceió ..	Vice-Consul ..	P. G. Nicholls ..	
Natal ..	Vice-Consul ..	W. J. Scott ..	
Porto Alegre ..	(M) Consul ..	W. J. McLaughlin ..	} State of Rio Grande do Sul.
	Vice-Consul ..	E. S. Sage, O.B.E. ..	
Rio Grande	(L) Vice-Consul	Vivian Wigg, M.B.E.	
São Paulo ..	(M) Consul-General	N. Mayer ..	} States of São Paulo Paraná, Santa Catarina, Mato Grosso, Goiás and that part of Minas Gerais west of the line following the 47° Meridian W. from the point at which it intersects the Rio Grande to the point at which it intersects the River Parahyba.
	Consul ..	K. Kenney ..	
	Vice-Consul ..	C. T. Nash ..	
	Vice-Consul ..	D. R. Darling ..	
Curitiba ..	Vice-Consul ..	H. B. Gomm ..	
Santos ..	(M) Consul (L.R.)	G. Christian ..	
	Vice-Consul ..	H. McCardell, M.B.E.	
São Francisco do Sul ..	Vice-Consul ..	Roland O'N. Addison, M.B.E.	
Paranagua ..	Vice-Consul (Act.)	—	
Florianopolis	Vice-Consul (L.R.)	B. Aird. ..	

Canada and India are represented by Embassies, and Australia and the Union of South Africa by Legations.

BRITISH GUIANA

NOTE.—*The following services, due to post-war conditions, may or may not be running.*

COMMUNICATIONS :—The Colony is served by the following lines of steamers :—From Great Britain—Harrison Line, Booker Line and Royal Netherlands S.S. Coy.

From Canada (*via* the West Indies)—Canadian National Steamships, and the Alcoa Steamship Company, Inc. From the United States—Alcoa Steamship Co., Inc. ; Royal Netherlands Steamship Co. From British India—Nourse Line (transhipment at Trinidad). From Australia—United States Line Co., (American Pioneer Line), with transhipment at Trinidad.

Pan-American Airways operate a passenger and air express service (four flights—two north, two south) between U.S.A., and Georgetown *en route* to Paramaribo, Cayenne, Para, and Rio de Janeiro. The P.A.A. mail service is twice weekly.

K.L.M.—Royal Dutch Airlines operate a once weekly service between Curacao and Suriname *v.v.* calling at British Guiana (Atkinson Field) on both flights. Quick connections available at Suriname for U.K. and European cities, and at Curacao for North and Central America and Europe.

British West Indian Airways also operate in British Guiana. There are four flights weekly between Trinidad and British Guiana (Atkinson Field 30 miles from Georgetown), as well as one flight weekly between Barbados and British Guiana. (There are connections at Trinidad for the other islands in the B.W.I. and for British Honduras).

British Guiana Airways, Ltd., run a number of services in the Colony, and special charter flights can be arranged from Georgetown to Paramaribo, Suriname, and other points in the West Indian area.

Georgetown, chief town, port and capital of British Guiana, is at the mouth of the River Demerara on the right bank. It extends two miles along the river front and has a depth of about a mile. Its population is 104,339, or roughly one-fourth of the total population of the colony. The climate is almost sub-tropical, with a mean temperature of 80.5°F., and there are two rainy and two dry seasons in the coastal area. The wide and well-paved streets are arranged in blocks and planted with trees. Sanitary conditions in Georgetown are excellent. A modern sewerage system has been installed.

Little of the town is visible from the sea owing to the belt of trees, for the alluvial flat on which the town stands is below high-water mark. The town is protected by a sea-wall and a system of dykes opened at low tide. The masts of the wireless station, the Lighthouse, the Gothic tower of Stabroek Market, and the twin square towers of the Church of the Sacred Heart can be seen. Many of the chief buildings come in sight when the river is entered : their clean, bright whiteness is emphasised by the foliage.

Most of the buildings are of wood and some are good architecture. The principal public buildings are the Town Hall ; the Anglican Cathedral, which is said to be the tallest wooden building in the world ; the Roman Catholic Cathedral ; the Bishop's High School ; the Stabroek Market, a large iron structure with an imposing clock tower ; the Public Buildings in which are housed the Government offices and the Legislative Council Chamber ; the Victoria Law Courts ; and several churches.

The city is lit by electricity and has a telephone service. On the outskirts are many cricket, football, hockey, tennis grounds, and a golf course. The Georgetown Cricket Club, with its pavilions and club-rooms, has perhaps the finest cricket ground in the tropics. There are several open spaces and promenades. There is a large fresh-water swimming pool at the Georgetown Football Club.

The Botanic Gardens, covering 180 acres, have the finest collection of palms in the world, as well as orchids and ponds of Victoria Regia and lotus lilies. The shrubberies are the haunt of thousands of birds. The British Guiana Museum, with its collection of birds and bird skins, was destroyed in the disastrous fire of 1945 which ravaged the most important commercial section of the City. The Amerindian Botanical and Geological Sections of the Museums have been re-arranged in the Carnegie Free Library ; the Natural History Museum has been re-opened on a city market site.

The East Indian shops have a fine assortment of the beaten brass-work commonly known as Benares ware. Here may be bought gold and silver coolie jewellery, and knick-knacks.

Among the available souvenirs are parrots, stuffed alligators, fragrant kus-kus grass, guava jelly, cassava cakes, many Amerindian curios such as bead aprons, bows and arrows, blowpipes, basket work, and bright plumed head-dresses, purchasable in Stabroek Market and at the Self-Help Depot, Georgetown. Indian curios can be obtained from pedlars, who buy a stock in the Bush and hawk it about Georgetown. These itinerants visit the hotels and boarding houses. The most interesting method of collection is to go into the Bush amongst the Amerindians.

Hotels:—Park (40 beds) ; Tower (40 beds) ; Woodbine (30 beds) ; Montrose (30 beds) ; all four \$5 to \$7 single daily. Imperial (20 beds) ; Victoria (21 beds). Several comfortable and central boarding houses, \$60 to \$80 a month.

Motor Cars:—Bookers' Garage, Tower Garage, Wong's Garage, and many others.

Local Steamers:—Transport and Harbours Dept. ; Sprotons Ltd.

Ferries:—Government steamers cross the Demerara River between Georgetown and Vreed-en-Hoop regularly. Fares, first-class 8d., second-class 4d.

Cable and Wireless, (West Indies), Ltd., Electra House, 16 Robb & Hincks Streets.

Trains:—(1) Leave Georgetown at 8 a.m. daily, due at Rosignol (for New Amsterdam) at 11.52 a.m., leave Rosignol at 7.30 a.m., due at Georgetown at 11.26 a.m. *Sundays:* Leave Georgetown at 7.30 a.m., due at Rosignol (for N.A.) at 10.3 a.m. ; leave Rosignol at 4.00 p.m., due at Georgetown 7.00 p.m.

(2) Other trains leave Georgetown daily—for Belfield at 12 noon ; for Rosignol (for New Amsterdam) at 2.30 p.m. ; for Mahaica at 3.45 p.m. ; for Mahaicony at 4.30 p.m.

(3) Daily. Leave Georgetown, 4.30 p.m., for Mahaicony. Leave Mahaicony, 6.30 a.m., for Georgetown.

(4) West Coast Railway from Vreed-en-Hoop to Parika connecting with Colonial Government steamers for Adventure, Leguan, and Bartica (*Hotel Moderne*).

Air Services :—See under Air Section. Also British Guiana Airways, Ltd., to the Kaieteur Falls ; fortnightly to Tumereng, 170 miles up the Mazaruni river ; monthly to the Rupununi district, as far as Bon Success or Jauari.

New Amsterdam, capital of Berbice, the most easterly county of British Guiana, is on the right bank of the Berbice River, near its mouth. It is 63 miles South-east of Georgetown, whence there are daily trains to Rosignol, on the left bank of the river. The population is 11,930. The foliage gives the town a picturesque air. Good roads and water, modern sanitation, and electric light.

Hotels :—Aster \$3.00-\$4.00 ; Springfield (8 beds), \$3.00 ; Strand (6 beds), \$3.00.

Banks :—The Royal Bank of Canada ; Barclays Bank (D.C. & O.).

Springlands, near the mouth of the Corentyne River, and **Morawhanna** on the Waini River, near the Venezuelan boundary, are small ports frequented by sailing vessels.

Bartica, at the junction of the Essequibo and Mazaruni rivers, is the "take-off" town for the gold and diamond fields, Kaieteur Fall, and the interior generally. It may become the future tourist resort of the Colony.

PHYSICAL FEATURES.

The Colony of British Guiana, the only British Colony in the South American continent, lies between the first and ninth degrees of north latitude and the fifty-seventh and sixty-first degrees of west longitude. The seaboard, roughly 270 miles, runs from near the mouth of the Orinoco River on the west to the Corentyne River on the east. The Colony has on the north the Atlantic Ocean, on the south and south-west Brazil, on the east the Dutch Colony of Suriname, and on the west Venezuela. It is divided into the three counties of Essequibo, Demerara, and Berbice. Its area is about 83,000 square miles, of which only 250 along the coast and up the rivers are cultivated. The word Guiana comes from the Amerindian, and means watered country.

The Colony is about the size of Great Britain. A flat swampy belt, some of it under sea-level, from 10 to 40 miles wide, is the agricultural area ; an intermediate belt of undulating land about a 100 miles wide is heavily timbered in parts and bears the minerals ; the hinterland is savannah and mountain, a great deal of it forested.

A large scheme is now in hand for the proper irrigation of the whole coastal belt. It is estimated that it will cost \$12,000,000, and take 20 years to complete.

The **rivers** all flow to the Atlantic. The Essequibo, 20 miles wide at the mouth, drains more than half the country, and has for tributaries the Mazaruni, Cuyuni, Potaro, Siparuni, and Rupununi. Along the Corentyne, the second in size, runs the boundary with Dutch Guiana. The Berbice, navigable for 125 miles, is 3 miles wide at its mouth. The Demerara, commercially the most important, is deep enough at the bar to admit vessels to Georgetown, and is navigable for over 100 miles. The Pomeroon, Waini, and Barima Rivers are all navigable for 40-50 miles.

The **climate**, although hot, is not unhealthy. The mean temperature throughout the year is 80.5° F., the mean maximum is about 87° F. and the mean minimum 75° F. The heat is greatly tempered

by cooling breezes from the sea and is most felt from August to October. There are two wet seasons, from the middle of April to the middle of August, and from the middle of November to the end of January. The rainfall averages about 91 inches a year in Georgetown.

The **population** was estimated in 1949 at 402,615, of whom about one-fourth are town dwellers. Nearly half are of East Indian origin. Rather less than 5 per cent. of the population are European. The birth-rate is 41.3 per thousand, and the death-rate 14.2. Over 28 per cent. of the population are occupied in agriculture. Some 21.6 per cent. are illiterate, but to-day 97 per cent. of children of school age are on the registers. The main language is English.

COLONIAL HISTORY.

The Colony was first partially settled between 1616 and 1621 by the Dutch West India Company, who erected a fort and depot at Fort Kyk-over-al (County of Essequibo). In 1624 a settlement was founded on the Berbice River by Van Peere, a Flushing merchant. The first English attempt at settlement was made by Captain Leigh on the O'apock River (now French Guiana) in 1604. The effort, though followed up by Robert Harcourt in 1613 and 1627, failed to establish a permanent settlement. Lord Willoughby, famous in the early history of Barbados, founded a settlement in 1663 at Surinam, which was captured by the Dutch in 1667 and ceded to them at the peace of Breda in exchange for New York. The Dutch held the three colonies with more or less firmness, now yielding to England, now to France or Portugal, till 1796, when, during the French Revolution, they were captured by a British Fleet sailing from Barbados. The territory was restored to the Dutch in 1802, but in the following year was retaken by Great Britain, and finally ceded to them in 1814.

ADMINISTRATION.

A new Constitution came into force on the 11th April, 1943. The Legislative Council consists of His Excellency the Governor as President, 3 official members and 21 unofficial members.

A small property or income qualification is imposed for membership of the Legislative Council and also for the franchise. Women and ministers of religion are eligible for election to the Council, and vote for elections. In the last resort the Governor in Executive Council has overriding powers. Illiteracy is a bar to the suffrage, and there are stringent regulations against bribery and corrupt practices.

The judicial system includes some Magistrates' Courts which deal with minor cases, both civil and criminal; and a Supreme Court of one Chief Justice and two puisne judges with original criminal and civil jurisdiction, as well as powers to act on appeal from the lower Courts. Recourse may be had in certain conditions to the West Indian Court of Appeal, and ultimately to the Privy Council.

The common law of England has been the common law of the Colony since January 1, 1917. The commercial law anent companies, bankruptcies, bills of exchange, patents and trade-marks follows the English model. Conveyances of land are made before a judge

and after advertisement.

GOVERNOR AND COMMANDER-IN-CHIEF: Sir Charles Campbell Woolley, K.C.M.G., O.B.E., M.C.

AGRICULTURAL RESOURCES.

The cultivated area, some 197,138 acres, is chiefly under the crops named below :

Sugar is the main crop, and sugar growing on the alluvial coastal plain has for over a century been the staple industry. The sugar soils are below sea-level and are drained by canals and sluices, or on some estates by pumps. The soil is mainly a silty-clay with, in some districts, a black layer of peaty "pegasse." The land is worked manually in the majority of cases, with shovels, forks, hoes and cutlasses. Some of the larger estates use mechanical implements also. New cane becomes ready for cutting in fourteen to sixteen months.

Sugar, molasses, and rum constitute in value 60 per cent. of the exports of the Colony. About one-third of the Colony's wage-earners are employed in it, and probably over half the total population is dependent upon it. There are 17 sugar factories, 8 with outputs of over 10,000 tons.

Cane is grown chiefly upon estates of 2,000-3,000 acres, although one property exceeds 7,000 acres. The area planted is approximately 67,372 acres. Cane farming is carried on by peasant proprietors on the East Coast of Demerara. The sugar crop in 1947-8 was 172,991 long tons. Local consumption is 15,672 tons.

The estates produce "dark" or vacuum pan crystals for refinement abroad, the Demerara brown sugar, familiar in the United Kingdom, and a little white sugar. Rum and industrial alcohol are distilled, second molasses is exported, and molascuit cattle food is manufactured. Upon the estates, houses and medical service are supplied for the use of the workers, and in some instances railways are used to take them to the fields. Exports and value :—

	1947.	Value. \$		1948.	Value. \$
Sugar, tons	185,107	19,075,646	..	136,673	16,453,319
Molasses, gallons	3,841,433	503,965	..	1,734,127	251,991
Rum, Proof "	39,165	102,222	..	42,382	122,601
Rum, O. Prf. "	1,685,691	1,876,419	..	3,168,911	3,508,773

The Colony is one of the chief **rice** growing countries in South America, but its potential is not fully developed. Rice is planted in the coastal districts on 74,346 acres and farmers are paying more attention to seed selection, planting out, irrigation, and drainage, so that the yield per acre is gradually increasing. The mill equipment is primitive, but is getting more attention, and the Government is now supplying growers with pure and more prolific varieties of seed. A British Guiana Rice Marketing Board has been formed to control exports. Local consumption is about 29,778 tons a year. Exports : 1947—19,625 tons, value \$2,295,220 ; 1948—17,530 tons, value \$2,060,505.

Coconuts take about seven years to come into bearing. The production is estimated at 46 million nuts per annum, yielding 1,873 tons of copra.

Coffee is grown upon 2,877 acres in Demerara and Essequibo. The Liberian thrives better than the Arabian type. The Pomeroon and North-west Districts yield good returns, and are capable of considerable expansion.

The **cacao** is of the Criollo and Forastero varieties, and the bulk is consumed at home. About 375 acres are planted, but a much greater area is suitable for the crop.

Limes grow well on the lighter soils. The area planted is about 1,027 acres. Citrate of lime, lime juice, and essential oil are exported.

Fruits include oranges, grape fruits, and citrons; "Buxton Spice" and other mangoes; pineapples and bananas. Experimental stations have been opened by the Government.

Maize thrives upon well-drained soil as soon as the bush is cut and burnt. Plantains, cassava, corn, yams, sweet potatoes, tannias, and eddoes are cultivated for local consumption. Export of plantains: 1947—674,173 lb.; 1948—2,000,616 lb.

Rubber is planted on about 787 acres, and *Hevea brasiliensis* grows vigorously in well-drained river valleys and on the lower slopes of hills. The plants are subject to the leaf disease and take five years to mature. All the rubber produced is exported. Exports: 1946—216,914 lb., value \$156,190; 1947—113,474 lb., value \$81,100; 1948—nil.

Cattle are raised in small herds in the coastal area by East Indian settlers, and in large numbers upon a few ranches. Cattle from the savannahs of the Rupununi hinterland are driven into Georgetown over a 150-mile trail. Wide areas of pasture land 500 ft. above sea-level, and suitable for cattle, remain in the south. A meat packing plant has been set up. Exports of hides were 9,169 in 1947, and 12,574 in 1948.

The number of livestock was returned at 186,262 in 1944. This includes 46,000 head of horned cattle in the savannahs of the hinterland.

Fibres:—No fibres are grown commercially, but Rosella (*Hibiscus sabdariffa* var *altissima*) has shown much promise in experimental plantings.

Timber:—A Forestry Department staffed by highly qualified men began operations in 1925 under a Conservator of Forests. The Colony is the only source of **greenheart** (*Nectandra rodioei*), a variety of laurel wood, stronger than teak, offering great resistance to the attacks of the teredo worm and of white ants. The timber is used to make lock gates, piers, hulls, and keels of ships, apart from its uses for fishing rods and billiard-cue butts. The wood has a specific gravity of from 1.08 to 1.23.

Other valuable timbers are mora, used as railway materials, wallaba, morabukea, kakeralli, and purple heart. There are large reserves of timber close to deep water, besides the resources of the undeveloped North-western District. These are expected to improve in value as the demand for hardwood grows.

There are forty-one power sawmills and five woodworking

factories. The forest area exceeds 78,000 square miles. Exports :—

	1946.	1947.	1948.
Timber, cubic ft. . . .	418,020	655,955	648,279
Shingles, No.	384,400	681,250	327,130
Charcoal, bags	38,361	55,099	71,972
Railway Sleepers, No. .	22,061	57,008	18,709
Firewood, Wallaba, tons	5,190	8,139	7,768

Balatá trees occur sporadically over the whole Colony. They are most abundant along the Upper Berbice, and between the Demerara and Essequibo rivers, where they are tapped in the forests. Some of these sources are difficult to get at, but the collection and coagulation of latex have been going on for more than seventy years. In quality, it compares favourably with the balatá of French Guiana, and is much used in Great Britain in electrical work. Exports : 1947—600,551 lb., value \$480,619 ; 1948—815,639 lb., value \$717,036.

MINERAL RESOURCES.

Diamonds are obtained from alluvial deposits ; the output varies somewhat with the rainfall and has decreased largely since 1925. Exports : 1947—25,905 carats, value \$808,359 ; 1948—33,959 carats, value \$1,325,026.

The diamonds are of excellent quality and rival Brazilian first-water stones. The small size of the stones has discouraged systematic exploitation, but the average is now about 7.3 to the carat. Stones of one to six carats are plentiful ; others of 36, 38, 48, and 49½ carats have been found.

The chief source is the Mazaruni valley, about 130 miles from Georgetown, but diamonds are also found in the Potaro, Cuyuni, and Puruni rivers. The road from Bartica to Issano on the Mazurini river makes it unnecessary to travel through the dangerous rapids of the Mazurini to the diamond fields there.

Gold is recovered by dredging and from the rich hills, where pumps have been installed. The output fluctuates with the supply of water, falling in years of drought. The gold bearing belt traverses the country north-west and south-east for a distance of 250 miles to a width of 75 miles. This belt has only been worked intensively in the north-western and Potaro-Essequibo districts. Exports : 1947—16,770 ozs., value \$557,850 ; 1948—16,025 ozs., valued at \$529,983.

Most of the gold is alluvial, and nuggets a few dwts. to a few ounces in size are common ; the largest nuggets have been one of 333 oz. from the Five Stars District, Upper Barima River, and one of 111½ oz. from Tiger Creek, Potaro.

Valuable and extensive deposits of exceptionally high grade **Bauxite** exist in easily accessible places. Operations to develop part of these were started in 1914 by the Demerara Bauxite Company, an offshoot of the Aluminium Company of Canada, Ltd., and British Guiana is still in the forefront of bauxite-producing countries. The British and Colonial Bauxite Company—an offshoot of the British Aluminium Company—has taken up a large area. Exports : 1947—1,290,367 tons, value \$6,729,112 ; 1948—1,873,166 tons, value \$9,511,979.

IMPORTS AND EXPORTS.

	1946.	1947.	1948.
TOTAL EXPORTS ..	\$26,681,457	\$34,442,161	\$36,542,449
TOTAL IMPORTS ..	\$26,221,968	\$40,817,023	\$47,715,673

INDUSTRIAL DEVELOPMENT.

The following is a recent list of industrial establishments and manufactories in British Guiana :—

	No. of Establishments.		No. of Establishments.
Sugar Factories	19	Woodworking Factories	10
Aerated Water	30	Elec. Light & Power Co.	1
Rice Mills	154	Match Factories	1
Confectionery	2	Shoe Factory	1
Butter and Cream	1	Edible Oil "	2
Foundries and Machine Shops	12	Meat Plant	1
Cigar Factory	1	Biscuit Factories	2
Saw Mills	24	Steam Bakeries	2

THE NORTH-WEST DISTRICT.

The undeveloped district between the Pomeroon River and the Venezuelan boundary, consisting of 8,000 square miles, peopled by 6,350 persons, of whom one-half are aborigines, is almost entirely uncultivated. A small area is cultivated by Indians near Morawhanna (Waini River).

The tract immediately south of that point contains primary forest, and hills up to 500 feet, with fine loamy soils on which many kinds of citrus, bread fruit, cacao, coconuts, coffee, pineapples, bananas, vegetables, and maize grow profusely. The country is apparently suited for grain, vegetables, dairying, and pig farming. The water is good, the soil rich, the climate healthy, and there are natural waterways leading to a river with depth sufficient for ocean-going ships.

INTERNAL COMMUNICATIONS.

Rail Communication :—There are two lines of single-track railway, both of which have been acquired by the Government. One line runs from Georgetown along the east coast of Demerara for 60½ miles to Rosignol, diagonally opposite to New Amsterdam. The other runs along the west coast of Demerara for 18½ miles, starting at Vreed-en-Hoop on the left bank of the Demerara River and ending at Parika, opposite the Island of Leguan, in the estuary of the Essequibo River.

River Transport :—The Transport and Harbours Department operates : (1) Ferries across the Demerara, Berbice, and Essequibo rivers ; (2) A steamer service from Georgetown to Morawhanna and Mabaruma, on the Barima and Aruka rivers, N.W. District ; (3) Georgetown to Adventure on the Essequibo coast ; (4) Georgetown to Bartica at the junction of the Essequibo, Mazaruni, and

Cuyuni rivers ; (5) Georgetown to Pickersgill and other stations on the upper reaches of the Pomeroon river ; (6) Parika to Adventure and Bartica ; (7) New Amsterdam to Paradise, 107 miles up the Berbice river ; (8) Launch service from Bartica to Lower Camaica, up the Canje Creek.

Messrs. Sproston, Ltd., operate a steamship service between Georgetown, Wismar on the west bank, and MacKenzie on the east bank of the Demerara river. The company also runs sailing craft between Georgetown and New Amsterdam.

Roads extend along the coast from Skeldon on the Corentyne river to Charity on the Pomeroon river, and for short distances along the lower reaches of the important rivers. Road transport in the interior of the colony is developing rapidly. The new natural-surface road from Bartica to Garraway Stream on the Potaro River (102 miles) links up with the old Potaro road system, leading to the gold fields and Kaieteur Fall, and a branch road to Issano, Mazaruni River, now gives easy access to the principal diamond areas. Twenty-six Transport Department lorries and a station waggon operate a passenger and freight service over the Bartica-Potaro-Issano roads. There are 272 miles of roads altogether.

NORTH-WEST DISTRICT :—A road is also maintained between Arakaka on Barima river and Towakaima on the Barima river, 29 miles, with branch line to Five Stars, 17 miles ; from Barima river, opposite Morawhanna, to Wania Creek, 11 miles, eight suitable for motors.

Omnibuses run on all the coast roads of the Colony.

Currency :—Bank accounts are kept in dollars and cents. The British Guiana dollar is fixed at 4s. 2d. Sterling. Local paper currency has the face value of \$1, \$2, \$5, \$10, \$20, and \$100 with bank notes for \$5, \$10, \$20 and higher denominations.

Banks :—Barclays (D.C.O.) Ltd. ; Royal Bank of Canada, Ltd. Both have branches at Georgetown and New Amsterdam. The Royal Bank of Canada has a branch at Mackenzie.

Weights and Measures :—Imperial weights and measures are used.

POSTS AND TELEGRAPHS.

Postal Rates :—Local Letters—

First oz. or part	3 cents.
Each additional oz., or part (Maximum, 2 lb.)	2 cents.

Letters (Abroad)—

To the British Empire—

First oz. or part	4 cents.
Each additional oz., or part (Maximum 4 lb.)	3 cents.

Foreign Countries and United States—

First oz. or part	6 cents.
Each additional oz. or part (Maximum 4 lb.)	4 cents.

Air Mail to Great Britain, *via* Miami, U.S.A.:—

First half-oz.	52 cents.
Each additional half-oz.	52 cents.

Air Mail from Great Britain, see page 30.

Air Mail to U.S.A.:—

First half-oz.	24 cents.
Each additional half-oz.	24 cents.

Air Mail to U.S.A., thence by sea to Britain :—

First half-oz.	18 cents.
Each additional oz.	18 cents.

Air mail is received and despatched thrice weekly by the Pan American Airway planes which touch Georgetown on the service connecting Miami, Florida, and Buenos Aires. The B.W.I. Airways run air-mail services four times weekly.

Telegrams—(Land Line):—

For 10 words or less	12 cents.
Each additional word	1 cent.

A Radio Telephone Service is also operated with a number of Government and Private Radio Telephone Stations in the interior of the Colony.

Overseas Telegrams are transmitted *via* Cable and Wireless (W.I.) Ltd., Electra House, 16, Robb & Hincks Streets, which also operates a radio telephone service to Paramaribo, certain B.W.I. Colonies, and Canada.

The British Guiana United Broadcasting Company Ltd. operates station ZFY, Georgetown, 1,000 watts, on 6 mega-cycles. There are 2 transmissions daily. The Company receives as a subsidy the receiving set licence fees collected annually by Government. There is commercial advertising.

Press :—The daily newspapers at Georgetown are : “The Daily Chronicle,” founded 1881, “The Daily Argosy,” and the “Guiana Graphic.” There are two weeklies, and a Government Bureau of Public Information.

The Georgetown Chamber of Commerce issues a monthly “Commercial Review.”

PUBLIC HOLIDAYS.

January 1 : New Year's Day.	August : First Monday.
May 24 : Empire Day.	October : Second Monday.
Easter : Good Friday, Sat., Mon.	November 6 : Peacemaker's Day (Nearest Monday to Nov. 9).
Whit Monday.	Christmas Day ; Boxing Day.
June : King's Birthday.	

SIGHTS AND SCENES.

The **Kaieteur Falls**, on Potaro River, in the heart of tropical British Guiana, rank with the Niagara, Victoria, and Iguazu Falls in majesty and beauty. These falls, nearly five times the height of Niagara, with a sheer drop of 741 ft., pour their waters over a channel nearly 300 ft. wide.

By air it is possible to go from Georgetown to Kaieteur and back in one day, but arrangements for staying over one night or more can be made. The plane lands on the Potaro River above the Fall, and can carry six. The charter rate is \$300, or \$50 each for a party of six. The plane starts at 8 a.m.

The usual route followed is up the Demerara River valley as far as Mackenzie (65 miles), then across the divide into the Essequibo River Valley. This is followed up to the mouth of the Potaro River (a tributary of the Essequibo) and so up the Potaro, crossing the road to Kaieteur about Garraway Stream, 102 miles from Bartica.

Soon the flying boat passes through the 10-mile long gorge below

the Fall, and Kaieteur comes into sight ; then up over the Fall, to alight about half a mile above. From this point a trail leads back to the brink of the Fall, where lunch is taken. From two to three hours are spent here.

Setting off again, the plane rises a little above the river and flies direct for the gorge. Where one instant there has been twenty feet below the plane, the next there is 800. After passing back through the gorge, the plane lands at Garraway Stream on the Potaro River to refuel, and then, following first the Potaro, then the Essequibo, past Bartica, it turns round the coast line to reach Georgetown about 5 p.m. Altogether the flying time is about 5½ hours.

For the two-day trip the usual route is followed, but there is a longer stay at the Fall, for the night is spent at Garraway Stream Rest House. Next morning, the visitors see the gold workings of the British Guiana Consolidated Goldfields, Ltd., at Mahdia.

Taking off again, the plane passes along the escarpment over which Kaieteur tumbles, to view some 30 or 40 other falls, some of them higher than Kaieteur but with much less volume of water. It flies in a westerly direction to the Mazaruni River basin (the diamond river of British Guiana). This river is followed past Bartica, where it joins the Essequibo, then down the Essequibo and round the coastline to Georgetown.

A new road was opened in 1933 which pushes 100 miles through the forest from Bartica on the Essequibo River to Garraway Stream on the Potaro River, where a suspension bridge—the first in the Colony—has been thrown across the Potaro. The road goes beyond Garraway Stream to Kangaruma, on the Potaro River. The intention is to continue the road to the Kaieteur Falls, so bringing them within easier reach from Georgetown. The road as it is now considerably shortens the journey, which was formerly done by river, and also eliminates several of the smaller falls and rapids which had to be negotiated. From Kangaruma the journey is by boat to Tukeit, passing Amatuk waterfall and Waratuk cataract on the way. After leaving Tukeit there is a climb to the top of the Kaieteur. The journey from Georgetown to the falls and back takes 7 days. The inclusive fare for transport, accommodation and catering is \$75 a head for a party of 10. Lack of transport has now made things difficult.

The road from Bartica is very rough going, and the path up to the falls is very steep climbing for an hour.

A waterfall, similar to the Horse-Shoe Falls in Canada, was discovered in 1934 on the Ipobe River by the Guiana-Brazil Boundary Commission. It has been named "The Marina Fall." In 1939 Dr. Paul Zahl discovered a waterfall on the Uitshi River computed to be over 1,600 feet high.

Costumes of the Country :—The population includes English, Portuguese, East Indians, Chinese, Africans, mixed races and aboriginal Indians. A section of the immigrant races have kept their national dress, and many kinds of picturesque costume are seen.

The East Indians who form the bulk of the agricultural labouring population work on the sugar estates and rice fields. They are a good

looking people. The men wear cream loin-cloths, white, magenta or saffron shirts, white or coloured turbans, or a bespangled velvet cap and silver bangles. The women wear short cotton skirts and embroidered boleros, coloured handkerchiefs round their heads, and gold and silver ornaments.

The springtime festivals of the Indian population are worth seeing. The pagwa involves anointing with a magenta-coloured dye. The Tadjá—a Mussulman celebration—is held in February on the sugar estates, and there is great merry-making.

Guidance for Commercial Travellers and Tourists.

Commercial travellers must produce authenticated invoices for the samples they carry. They may either deposit the duty payable or give a guarantee from some approved person that the samples will either be taken away from the Colony within six months of their arrival or be bonded in a Colonial Bonded warehouse. The samples can be sold, if the duty is paid, but the traveller is liable to pay a store license for the premises used by him in his business. There are no other restrictions in the Colony.

The British Guiana Tourist Committee has an Information Bureau in Georgetown, and answers inquiries by mail from abroad. Visitors and would-be visitors are strongly advised to consult the Secretary, Tourist Bureau, P.O. Box 225, Georgetown.

Cost of Living:—Furnished houses for rental are rare. An unfurnished house, within reasonable distance of the city, rents at from \$60 to \$75 a month and up. Apartments, also scarce, are less. An average family needs 3 servants, each receiving about \$15 a month. Food, \$60.00 (or perhaps a little less according to standard of living); lighting, \$5.00 (or a little more if an electric cooker and “Frigidaire” are installed); telephone, (if required), \$15 per quarter.

These are the usual “regular” outlays, for the average purse. Shopping is cheap, and entertainments, or a club, not expensive.

The British Guiana dollar is standardised at $4\frac{1}{2}$ sterling.

Outfit:—No elaborate outfit is necessary. For day wear, drill or palm beach suits or light tweeds are general, and a light waterproof raincoat is useful. For the interior, khaki and good boots and leggings are recommended. Revolvers are unnecessary. Serviceable shot-guns, rifles and ammunition (both English and American) can be bought locally at reasonable rates.

Show Money:—The Chief Immigration Officer may require any person entering the Colony to provide security either by deposit or by entering into a bond as follows:

(a) the sum of \$96, if the immigrant belongs to one of the British West Indian Colonies (other than Jamaica or any of its dependencies) or to Dutch Guiana, and the sum of \$300 if the immigrant belongs to Jamaica or any of its dependencies;

(b) the sum of \$500, if the immigrant belongs to a place situate in North America, Central America, South America, (other than British or Dutch Guiana), Europe or Africa, or to any of the Islands in the North Atlantic Ocean (other than the British West Indian Colonies);

(c) the sum of \$1000.00, if the immigrant belongs to any other place.

Any deposit is refunded at the expiration of two years' residence or earlier if the individual should leave the Colony.

BRITISH HONDURAS

Communications:—Harrison Line freight steamers call irregularly with general cargo from the United Kingdom, the principal homeward freight being mahogany and cedar lumber. Canada has now resumed steamship connection with the Colony through Saguenay Terminals Limited with monthly freight steamers. The United Fruit Company's freight services from New Orleans are fairly regular and are now on a fortnightly basis, and small Royal Netherlands cargo vessels operate between Cristobal and Belize and tranship to and from European ports. The only marine passenger service is furnished by a small steamer connecting with Kingston, except for small motor vessels which take passengers to Puerto Barrios (Guatemala) and ports in Honduras and to Tampa, Florida. However, there is a first-class airport, 9 miles from Belize, well served by lines, connecting with the principal world air routes.

Belize (population, 21,886), the capital, is 4,700 miles from England. *Via* Jamaica transit takes about 18 days, but it can be reached much more quickly *via* New York and rail to New Orleans, since Belize is only three days steaming from the latter port. The city—it has two cathedrals—is approached by a narrow tortuous channel after passing through the barrier reef. This, and a chain of mangrove cays, give shelter for vessels in what would otherwise be an open roadstead. Steamers have to anchor from one to four miles off shore according to their draught. For the tropics the climate is both cool and healthy; although the atmosphere is humid, the summer heat is tempered by the north-east trades. It is quite a bright little town. Its chief drawback is its swampy situation and the absence of adequate drainage, but this is now being improved. Drinking and washing water is obtained from the rainfall by catchment and storage vats attached to houses and buildings. Tennis on several courts can be enjoyed by the visitor with proper introductions. With the opening of roads now building the visitor will get a better idea of the country, of which Belize is not typical. The most attractive feature for those with time and means to visit them will always be the outlying coral reefs and cays.

Belize is the nearest deep water port to the district of Quintana Roo (Mexico), and is the port from which most of its produce is exported.

Hotels:—Palace and various boarding houses.

Air Services:—Landing field is at Tillet's Pond, 9 miles along an asphalt highway from Belize.

Bank:—The Royal Bank of Canada.

Baranco, near the Guatemala boundary, grows superior pine-apples. The village is a purely Carib settlement.

Benque Viejo, on the western branch of the Old River, 9 miles above El Cayo, is within a mile of the western frontier. The river is a series of rapids, but there is a motor road into El Cayo. Population, 1,264. The Mayan remains at Xanantunich are as interesting as those of Lubaantun.

Corozal, the second most important town, is 99 miles from Belize, and 8 from the Rio Hondo, or Mexican border. The local products are sugar, rum, corn, citrus, and coconuts. The town is open to the sea. Population, 2,190. A road to Belize through Orange Walk has been built, and there is a daily 'bus service. There are a few hotels and boarding houses.

El Cayo (or San Ignacio), on the eastern branch of the Old, or Belize, River, is populated by 1,548 Indians, Creoles, and Syrians. The summer heat is trying, despite the altitude (200-250 ft.), but the town is healthy. It is a good starting off place for the mountain Pine Ridge area. There is now an appreciable banana industry.

El Cayo is 121 miles from Belize by river but only 86 miles by a road which is passable for horsemen all the year round. The river journey, broken by many rapids and falls, takes from 2 to 7 days, according to the season, in motor boats with specially enclosed propellers.

Orange Walk is up-river from Corozal, or 68½ miles by road from Belize. It has some 1,395 Spanish, Creole, and Mayan Indian inhabitants, whose living is got from timber, sugar planting, tobacco, general agriculture, and chicle bleeding. A district trade is done with Mexico.

Punta Gorda, the port of the Toledo District, has a preponderantly Carib population of some 1,374. The rainfall is exceptionally heavy. The coast here, about 10 feet above sea-level, is fringed with coconut palms. Main industries: Sugar, cattle and pigs, bananas and rice growing. A road is open to San Pedro Columbia, San Antonio, Kekchi and Maya Indian villages. Punta Gorda to the Mayan ruins of Lubaantun at San Antonio is 21 miles.

St. George's Cay, a picturesque little island 9 miles north-east of Belize, is much used as a week-end resort. There is bathing, fishing, and boating. A former capital, it was the scene of the battle in 1798 which established British possession.

Stann Creek, 33 miles south of Belize, is in a fertile territory exposed to the trade winds, with good water. The local products are bananas, citrus fruit, cassava, and general food crops. Population, 3,414.

PHYSICAL CHARACTERISTICS.

British Honduras lies on the Atlantic side of the mainland of Central America within 15° 53' and 18° 30' North latitude and 88° 10' and 89° 9' West longitude. It is bounded by the river Hondo and the Mexican province of Quintana Roo on the north; on the west by a straight line drawn from Gracias a Dios Falls on the River Sarstoon to Garbutt's Falls on the Belize River, thence north to the Mexican frontier; by a portion of Guatemala with the River Sarstoon on the south; and by the Bay of Honduras and the Caribbean Sea to the east. Its greatest length is about 174 miles; its width is about 68 miles. The total area is 8,867 square miles. The Colony is larger than Wales and slightly smaller than Palestine.

It is divided into 5 Districts : Belize, Northern, Stann Creek, Cayo and Toledo. Numerous islands or cays off the mainland are inhabited by fishermen, and on others coconuts are grown, but many are uninhabited swamps. The more important are Turneffe Island and Ambergris, Caulker, St. George's, and English Cays.

The mainland is low and swampy near the coast, but rises inland. The northern half of the Colony is generally flat, but in the south hilly and mountainous, rising in the Cockscomb range to a height of 3,700 ft. The country is well watered, and its many rivers provide the chief means of communication. The soil, other than swamp and pine ridge, is fairly rich and with proper treatment productive.

Climate:—Europeans leading a normal life and taking common precautions find the climate pleasant and healthy. The death-rate is 18.2, the birth-rate 32, and infantile mortality is 13.74 per thousand births.

The north-east trades blow throughout the summer, with heavy south-east winds in October, and north winds which sometimes reduce the depth of water along the coast by 2 feet, from November to February. The average temperature at Belize ranges from 76° F. in January, the coolest month, to 83° F. in August. Rainfall averages 82 inches. The range of rainfall varies from 52 inches in the north to 170 inches in the south. Malaria is prevalent.

The dry season is due about the end of February and the wet season about the end of May.

The characteristic soils of the Colony are closely related to the geology. The shallow black or red brown soils of the Northern plain overlie marl ; their fertility depends on their depth and the adequacy of the drainage. The coastal plain consists of infertile leached sandy clays over which the rivers have laid down narrow ribbons of alluvium. In the south there is a considerable area of fertile undulating country. The central mountains bear deeper soils, but these would be liable to severe erosion if exposed and are therefore unsuited for extensive agriculture. There are extensive areas of swamp on the plains.

Forests occupy 8,337 square miles, or about 93.9 per cent. of the whole. About 5,160 square miles are classified as workable high forest, inclusive of mahogany, and 572 square miles as pine forest. The residue of 2,400 square miles is swamp, lagoons, rivers or inaccessible hill land. Cultivated land covers about 604 square miles.

The chief **rivers** are in the north, and run north-easterly, the Belize reaching the sea on the east and the Hondo and the New River on the north. South of Belize there is the Sibun River and certain less important streams. The River Sarstoon forms the boundary with Guatemala.

The **population**, is about 63,000. The great bulk of the population is made up of English-speaking peoples of mixed negro and white blood, with a certain admixture of Spanish from Mexico and Guatemala. There is every degree of colour, but the total number of residents of unblemished white stock is certainly not over 200, men, women and children.

Legal time is now fixed at 6 hours behind G.M.T.

Fauna. There are snakes in the forest and some crocodiles in the rivers and lagoons. Curassow, partridge, quail, curlew, pigeon, snipe, duck, teal and herons are plentiful. There is good quail shooting on the Pine Ridge. The puma, jaguar, tapir, peccary, armadillo and deer are typical animals. Tarpon, including certain rare species, are got in numbers round the coast. Sharks are found in the coastal waters.

NATURAL BEAUTIES.

The Cays, or coral islets, which fringe the coast, are used by holiday campers from February to May, and in August. Bungalows are cheap, and the fish unlimited. The innumerable Cays have an estimated total area of 160 square miles, and have such picturesque names as Hut Cay, Blackadore Cay, Cay Caulker, Hen and Chicken, the Triangles and Laughing Cay. Not all are habitable.

MAYAN REMAINS.

Lubaantun, in the south of the Colony, is 25 miles by road from Punta Gorda. The ruins of the ancient Mayan City have been investigated by the British Museum, but are now once more engulfed in vegetation.

Ruins, mounds, and relics of the period 3000 B.C.—A.D. 1700 are scattered over wide areas in the central Cayo District, as well as in the south. Many are smothered in vegetation, but the region in which they lie is fairly easily reached by river and lagoon.

COLONIAL HISTORY.

Cortés may have passed through the south-western corner of the Colony on his expedition to Honduras in 1524. The inhabitants were civilized enough 5,000 years ago to have an exact system of chronology.

The Spanish name for the Colony, "Belice," *anglice* Belize, suggests derivation from French "balise" or beacon, or is possibly a corruption of Wallace or Willis, a Scottish buccaneer who infested the Cays. One old map gives "Bullys River," *i.e.* the river of bullet or bullywood trees, and the corruption to "Belice" is a plausible explanation.

The Colony became known to Englishmen about 1638, probably through a shipwrecked crew which later reached Jamaica and reported the wealth of logwood in the country. Logwood was then the source of textile dyes. The logwood cutters came in contact with the Spaniards and Indians of Yucatan and the Peten district of Guatemala, for there are records of many conflicts between them. Long after the Thirty Years War had ended in Europe, fighting still continued between the subjects of the Kings of England and Spain in this Colony. The Spaniards made frequent attempts to expel Englishmen who came with slaves from Jamaica, and the Governor of Massachusetts sent H.M.S. "King George" to help the settlers in 1667. In 1671 the settlement was reported by the Governor of Jamaica as having "increased His Majesty's Customs and the natural commerce more than any of His Majesty's Colonies." This was no doubt due to the great value of logwood and mahogany.

In 1717 the Board of Trade asserted the absolute right of Great Britain to cut logwood. Next year the Spaniards tried to conquer the settlement, and got as far

as "Spanish Lookout" on the Belize River, which they fortified. In 1754 another attempt was defeated, "principally by slaves," at a place called Labouring Creek. In 1779 St. George's Cay was attacked and a great many settlers were carried off to Merida and thence to Havana. It was not until 1787 that Britain obtained from Spain a recognition of the right to cut logwood and a definition of the area in which the right could be exercised. But war broke out between the two countries in 1796. A battle at St. George's Cay, 1798, was a decisive defeat for the Spaniards. Trouble with the Indians in Yucatan persisted from 1849 till 1872. In the political constitution of Guatemala an article declares British Honduras to be Guatemalan territory, and confers Guatemalan citizenship on those who care to claim it.

British Honduras was officially "a Settlement" until 1862, when it was titled a "Colony." Nine years later, in 1871, it became a Crown Colony. In 1948 Britain moved warships and troops to this Colony to thwart a reported preparation for attack from Guatemala. The attack did not take place. The Legislative Council consists of the Governor, the Colonial Secretary, Attorney General, nominated unofficial members, and 6 elected members. There is also an entirely nominated Executive Council consisting of the Governor, and 4 nominated and unofficial members.

GOVERNOR AND COMMANDER-IN-CHIEF: Ronald Herbert Garvey, C.M.G., M.B.E.

BRITISH HONDURAS CALENDAR.

- 1638. First British inhabitants shipwrecked on coast.
- 1662. British logwood cutters settle.
- 1670. Colony ceded to England by Spain.
- 1765. Constitution granted by the King.
- 1774. Attempt to make the Colony a convict station.
- 1777. Church of England established in the Colony.
- 1779. Attack by Spanish forces, British subjects imprisoned and deported.
- 1783. Treaty of Versailles; British occupation reaffirmed.
- 1784. Colony handed over by Spain.
- 1798. Battle of St. George's Cay, "the Pork and Dough Boys' War," and defeat of Spaniards under Field-Marshal O'Neil.
- 1803. Fort George built at Belize.
- 1814. Government House, Belize, erected.
- 1834. Slavery abolished.
- 1843. First steamer built in Honduras.
- 1861. First census; population 25,635.
- 1865. Introduction of postage stamps in British Honduras.
- 1871. Constituted a Crown Colony.
- 1881. First newspaper established.
- 1884. Detached from Jamaica.
- 1892. New constitution proclaimed.
- 1903. Bank of British Honduras established at Belize.
- 1906. Belize streets electrically lighted.
- 1914. Extradition Treaty with Guatemala.
- 1915. Radio station opened at Belize; War contingent sent to Britain.
- 1922. Forestry Department instituted.
- 1926. The Baron Bliss Bequest.
- 1931. Belize partially destroyed by hurricane.

FOREST PRODUCTS.

The quality of the **mahogany**, which forms a principal item in the export trade, is the finest known. The trees occur sparsely, and this makes logging difficult. There is a progressive depletion of accessible supplies. The export of mahogany lumber has been stimulated by the installation of a modern sawmill in Belize. Exports of lumber are chiefly to Great Britain, but the logs go to the United States. There is also a re-export trade in mahogany logs shipped from Mexico and Guatemala to the U.S.A.

Logwood is found chiefly in the swampy northern areas of the Colony. The trees cut are about one foot in diameter and the sapwood is chipped off to expose the coloured heartwood before the short lengths of logs are brought down the rivers in doreys or

barges. Exports have fallen away.

Mangroves, yielding tanning material, are common, and so is fustic, the source of a yellow dye.

The **sapodilla** tree (*Achras sapota*) yields, in addition to hard, elastic, and durable timber, a type of latex which forms the basis of chewing-gum. Axe-handles, door-posts, and golf clubs are among the special uses of the wood. Shipments of domestic **chicle** gum, the coagulated latex of the Sapodilla tree, were 1,420,747 lb. value \$1,311,134 in 1947, and 1,044,923 lb., value \$891,444 in 1948. There is also a re-export trade in Mexican chicle.

The local **cedar** (*Cedrela Mexicana*) is used to make native boats (pitpans), canoes, and launches, and is excellent for that purpose. It is insect-proof, prettily figured, and much used for cigar-boxes, drawers, and wardrobe linings.

The **rosewood**, hard, fine-grained, reddish, and durable, is used for inlaying, turnery, and general cabinet work. The trees are fairly large, but, the pieces sent to market are relatively small.

The tapping of *Castilloa* rubber provides small exports to the U.S.A.

Miscellaneous Timbers:—British Honduras pine has the character of pitch pine, and reaches a height of 100 feet. Nargusta wood is durable and plentiful.

Yemeri, resembling poplar in texture, is found near the coast. Santa Maria is heavier and stronger than mahogany, and makes strong beams and masts. Chechem is sometimes misleadingly called "black poisonwood," although the timber is innocuous. It is more abundant than rosewood, of a walnut colour, with black and yellow lines. Ironwood occurs in large sizes, and has a notably fine grain. The local redwood is little inclined to rot when buried. Balsa wood, locally called Polak, occurs in scattered concentrations in the southern half of the Colony, but is not abundant. The average weight is higher than in Costa Rica and Ecuador, averaging about 12-15 lbs. per cubic foot. Its insulating properties suit it for lining refrigerating and sound-proof chambers. A floss obtained from Balsa seed pods is used as a stuffing. The cabbage-bark and Billy Webb trees supply material for trucks and wheels. The bullet tree makes good posts and sleepers.

Export : Item		1947	1948
Logs :			
Mahogany	cu. ft.	427,800	503,328
Cedar	"	36,300	66,171
Santa Maria	"	9,700	3,775
Rosewood (tons)	"	320	256
Lumber :			
Mahogany	cu. ft.	383,300	361,092
Pine	"	139,000	399,085
Cedar	"	41,400	8,789
Santa Maria	"	34,100	59,113

AGRICULTURAL PRODUCTS.

Agriculture is overshadowed by forest activities, but is of growing importance and will play a greater part in the Colony's economy in the future. The principal need is to make the country as self-

supporting as possible in the staple foodstuffs that can be grown locally. With this in view considerable attention is given to the production of maize, rice and pulses. Two rice mills and drying kilns have been built by the Government and have been in regular use for some years.

A small Department of Agriculture was formed in 1929 and is established on a district basis. Extension officers are working in each of the five districts. Experimental farms are maintained in all save the Belize district, served partly from the Stann Creek station in the south and partly from the Orange Walk and Corozal stations in the north. Buying centres are the headquarters of the field staff in the outlying areas. They are posted to the areas where agricultural development is most likely.

Coconuts are grown in the coastal areas. The soil and climate are favourable and river and local sea communications simplify transport. Once the trees are planted, little labour is spent on the crop; with more attention it is probable that yields could be increased. Hurricanes, in recent years, have taken their toll, both of crop and of trees. The annual production is about ten million nuts; of this, 3,184,190 were exported in 1947, and 2,927,800 in 1948, almost entirely to the United States.

Grapefruit. Over 1,000 acres were under this crop in 1947, mainly in the Stann Creek Valley. Fruit of a high quality is produced. The new juicing plant in Stann Creek Valley produced, in 1948, 4,848,870 lb. of canned juice for export, mainly to the United Kingdom.

About 500 acres are devoted to oranges, tangerines, limes, and lemons, which grow well. The production of high class Valencia oranges is being increased. Exports of fresh oranges, mainly to Mexico, 1948—155,000 lb.

Cocoa occurs in many parts of the country and is prepared and consumed locally. There is a small export to Mexico.

Bananas. This crop grows reasonably well on the many small areas of river alluvium. The controlling factors are Panama disease and *Cercospora* leaf spot. Exports are mainly to the U.S.A. Exports, 1947, 162,327 bunches; 1948, 113,919 bunches.

Sugar. Cane grows vigorously both in the low rainfall areas of the north and in the wetter parts of the south. Sugar production in 1948-49, 2,108 tons, was enough to meet local requirements. Production was principally at the factory in the north. The small mills in the south continued to make low grade brown sugar.

The production of rum increased considerably and in the north alone was just under 30,000 gallons.

Maize is the principal food of a considerable section of the population. The country is normally self-supporting in maize. The growers' surplus of this, as of the other main food crops, is bought for Government by the Board of Agriculture, at a guaranteed price; it is then cleaned and dried and distributed, later, as required.

Rice is the staple food of those who do not eat maize. About 2,500 acres are grown. A large proportion of the crop is kept by the small producers for domestic consumption. The rice for sale

is bought and milled to supply a part of the local requirements. The main rice area is in the Toledo District in the south, where the largest quantity of rice is offered for sale.

Root crops and pulses, including yams, cocos, cassava, sweet potatoes, kidney beans and black-eye peas are cultivated for local consumption.

Livestock. Cattle are raised for beef; there is practically no milk production. In earlier days, when cattle were bred for draught purposes, many Zebu animals were imported and the blood of this breed still predominates. Sires of many other breeds, including Red Poll, Aberdeen Angus, Holstein and Jersey, have been imported and the stock is now very much mixed. Good natural pastures scarcely exist and there is need to plant fodder grasses for use during the dry season. Cattle thrive reasonably well but are kept almost entirely on the ranching system. There is no "mixed farming."

Pigs are numerous and widely kept. Berkshire boars, imported from time to time, are used to grade-up the local stock.

Poultry are fairly numerous and are better bred than in some tropical countries. Rhode Island Red, Barred Rock and White Leghorn types of fowls predominate. Turkeys do well and are abundant.

Fisheries : Export of lobster and other sea products, 1947—\$33,000; 1948, \$34,500. (Lobsters make up about \$18,000 of this total.)

Exports :—Forest produce accounts for 83.9 per cent. of the total exports, agricultural produce for 15.8 per cent.

		IMPORTS.	DOMESTIC EXPORTS.
1946	.. ..	\$6,782,516	\$3,512,911
1947	.. ..	\$8,656,252	\$6,142,601
1948	.. ..	\$8,075,460	\$6,152,010

In 1948, 43.23 per cent of the imports were from the U.S.A., and 15.42 per cent from the U.K. 37.62 per cent of the exports were to the U.S.A., and 28.85 per cent to the U.K.

Public Debt :—At the end of 1948 the funded public debts stood at \$1,581,281.

The Colony, of late years, has not been able to balance its budget, and has received help from the Imperial Treasury.

Labour:—The labourers are mostly Negroes, Creoles and imported Waika Indians, who form most of the forest workers. The average wage for agricultural (including timber) adult labour is about \$15—\$20 a month, excluding rations. Industrial and skilled labour is paid: carpenters, shipwrights, painters and masons, from \$1.50 to \$3.00 a day. Housemaids (with board and lodging) get from \$1.50 to \$3.00 a week.

Internal transport in the Colony is along its many rivers (motor-boats, pitpans and doreys are used). Mule transport is used between the Cayo District and the Peten District of Guatemala.

There are few all-weather roads in the Colony except a few short stretches round each town. There are, however, numerous tracks kept clear by Government and along which motor cars can run for short distances in the dry season; about 96 miles of road from Belize to Corozal, and about 25 miles of road from Belize towards Orange Walk are partially constructed.

A railway, 26 miles long, running from Commerce Bight deep water pier to the bend of the Stann Creek Valley, has been converted into a road.

The Burdon Canal connects the Belize and Sibun Rivers. Another canal connects the Sibun River with Northern Lagoon.

There are no tramcars or omnibuses in the towns. Passenger transport is by motor car, and goods are carried by motor trucks and drays. Coastwise transport is by motor vessels and sailing boats.

LOCAL INFORMATION.

The standard **currency** is the U.S. gold dollar. There is a subsidiary silver currency of 50 cents, 25 cents, 10 and 5 cents, nickel 5 cent pieces, and bronze 1 cent pieces coined specially for the Colony. There is a paper currency of tens, fives, twos, and one dollar. The British Honduras dollar has been given a parity value of four dollars to the pound sterling.

LOCAL MEASURES.

DRY MEASURE.		LAND MEASURE.	
Un Almud	= 5 quarts.	1 Mecate	= 25 yards sq.
Un Benequen	= 15 "	Task	= 1 day's work.
Un Cargo	= 60 "	WEIGHTS.	
Un Barril	= 110 "	1 Quintal	= 100 lbs.

POSTS AND TELEGRAPHS.

Sea and air-mail to the United Kingdom is routed *via* Jamaica ; sea mail parcels are sent *via* the United States.

Internal rates and to Canada and the West Indies are 4 cents per ounce ; to countries within the British Empire 5 cents for 1 ounce, and 2 cents per ounce thereafter. To other countries, 6 cents and 3 cents. The postal **telegraph** system is a Government one. The telegraph system is connected by cable across the Rio Hondo with Chetumal, so telegraph business is possible through Mexico with countries abroad. Messages for transmission by land line to Mexico are charged the rate of 22 cents per word ; deferred rate, 11 cents. There is a small **telephone** exchange at Belize.

Air mail from the United Kingdom *via* the United States, see page 30. Ordinary mail, 2½d. first ounce, 1d. each succeeding ounce.

There is a Government **wireless** station in Belize transacting radio-telegraph business with foreign stations.

There are internal radio-telegraph stations at Corozal, Punta Gorda and Monkey River. These communicate with Belize.

PUBLIC HOLIDAYS.

January 1.	May 24.
March 9.	The King's Birthday.
Good Friday and Saturday.	September 10.
Easter Monday.	December 25 and 26.

Press :—Belize: "Clarion" (daily) ; "Government Gazette" (weekly).

The **Cost of Living** for Europeans is as follows :—In Belize : in hotels, \$3.00 a day ; in boarding-houses, \$2.00 and up a day ; \$50.00 and up a month. In the out-districts there are no hotels or boarding-houses except at Corozal and El Cayo. The cost of living generally is slightly higher than in Belize.



CHILE RAILWAY MAP.

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Telegraphic Address—"Wohdra—London." *Telephone—*Avenue 3631 (5 Lines).

CHILE

ROUTES FROM ENGLAND.

(a) By Pacific Steam Navigation Company's mail steamers from Liverpool to Valparaiso direct *via* Panamá Canal (occasionally a steamer comes *via* the Straits of Magellan); the journey takes from 26 to 32 days, according to the steamer.

(b) By Royal Mail Lines Ltd. or Blue Star to Buenos Aires, and thence to Santiago and Valparaiso by the Transandine Railway; time taken 21 days. Or by air.

(c) By Cunard-White Star Line to New York, then by Pan American Airways direct to Santiago. Time taken 11 to 16 days according to connection at New York.

(d) By Conference Line to New York, thence by Grace Line mail steamers to Chilean ports *via* Panamá Canal; the journey takes from 21 to 24 days according to connection at New York.

Air Services: For international services from outside Latin America by Pan American Airways, British Overseas Airways Corporation, and K.L.M., see the AIR SECTION.

The Chilean National Airline, (LAN), besides running internal services, flies to Buenos Aires by reciprocal agreement with the Argentina FAMA, which flies to Santiago.

The services of LAN are as follows from Santiago:—

Daily (except Sundays) to Vallenar, Antofagasta, Tocopilla, Iquique and Arica. Twice daily, to Ovalle, La Serena, Copiapo and Antofagasta.

Four flights daily Santiago/Valparaiso.

On Tuesdays and Fridays to Victoria, Valdivia, Osorno and Puerto Montt.

(Return flights on Wednesdays and Saturdays).

On Tuesdays and Fridays to Concepcion, Balmaceda, Chile Chico, Punta Arenas.

(Return flights on Wednesdays and Saturdays).

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This Line maintains a daily service during the Summer Season from Santiago to the South of Chile, including the Lake District. There is an Information Kiosk in the Hotel Carrera, Santiago. Rates are \$620 to Linares and \$2,200 to Peulla. These are subject to change without previous advice.

Valparaíso, the principal port of Chile, is also the most important commercial centre upon the west coast of South America. The geographical setting of Valparaíso has earned for it the title "pearl of the South Pacific." It is 9,000 miles from England, *via* Panamá or 11,000 *via* Magellan Strait. The population, including the suburbs, is 245,000. The mean annual temperature is 59° F., with 30° F. and 88° F. as the extremes.

The city, when seen from the ocean, presents a majestic panorama. A great circle of hills is backed by the snow-capped peaks of the Cordillera. The terraced slopes are covered far and wide with picturesque dwellings and, when night falls, myriads of electric lamps shine out from hill and dale from point to point of the far outstretching bay.

The climate is kindly, for the summer heat is tempered by fresh breezes, and warmth and sunshine mitigate the unkindness of the short winter. Not many antiquities have survived the tempests, fires, and earthquakes, but a remnant of the old colonial town exists in the hollow known as "The Port," grouped round the low-built stucco church of "La Matriz," hallowed by ten generations of worship. The palaces, villas, fortifications, and churches are all modern. Until recently, all buildings were low, a precaution against earthquakes.

Large public buildings are numerous in the lower city. The huge Naval Academy stands upon a bold hill, from which there are fine views. The Intendencia, or headquarters of the provincial Government, is of some architectural interest. On a promontory of the hill known as Los Placeres, near the coast road to Viña del Mar, there is a remarkable University of Engineering, munificently endowed by the Chilean philanthropist, Federico Santa Maria. The site has several historical associations.

The bay usually includes in its shipping numerous units of the Chilean Navy. The "ascensores" or funicular railways, leading to the upper town, compare with the cliff railways in various English seaside resorts. The winding roads up the hills to the upper town have been improved for motor traffic.

The Plaza Sotomayor, facing the entrance to the long curved line of wharves, contains a fine statue to Arturo Prat, with the Palace of the Intendente on the opposite side. The Port Railway Station (for Santiago) and also the (Central) Post Office, are near at hand. The narrow Calle Prat, the financial centre, leads to the Calle Esmeralda, the shopping centre, whence one may pass to the Calle

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Condell, the Plaza Victoria, and the spacious Avenida Pedro Montt with its cafés and theatres and its little Parque Italia, leading on into the large Plaza O'Higgins. The Avenidas Brazil and Errazuriz, with trees and many monuments, run parallel until near the Baron from which the Avenida España skirts the shore as far as Viña del Mar.

Leaving Plaza Sotomayor by the Calle Serrano and Plaza Echaurren, the Plaza Aduana is reached, where there is a public lift for the Paseo Veintiuno de Mayo, a terrace giving views of the bay and the hills.

The main business quarter, with its roads and railways, stands on land reclaimed from the sea. A further large tract has been regained by the port works which, with their large well-equipped warehouses and powerful electric cranes, are protected by a new sheltering mole. Mail and passenger vessels moor alongside and enjoy every facility for the landing of passengers, baggage, and mails. The advantage is marked during winter months when the "norther" blows in from the sea.

There are several factories in Valparaíso. The local products include textiles, sugar, paints, varnishes, enamels, cottonseed oil, shoes, tanneries, chemicals, pharmaceuticals, cosmetics, and large foundries. The industrial district lies to the east of the city.

Travellers between Valparaíso and Santiago (186 miles by rail or 90 by road) are well served by express trains with Pullman and dining cars. There is a good motor road to Santiago. A bus service runs frequently in both directions throughout the year. Time occupied, 3 hours. Fare, \$60 in omnibus, \$120 by station waggon. Rates by special car, day or night, by arrangement.

Valparaíso Hotels :—Astur, Calle Condell 1443, 'Phone or Cable Address : Astur 7391, 200 beds ; Lebell, Av Brasil, 'Phone 7562, 120 beds ; Paris, Calle Blanco 1067, 'Phone 4644, 100 beds ; Palace, Calle Blanco 1171, 'Phone 7657, 130 beds ; Iberia Brasil 1709, 'Phone 2184, 70 beds ; Rolfs Serrano 520, 'Phone 4681, 90 beds ; Herzog Blanco 395, 'Phone 4799, 45 beds.

Restaurants :—Monico, Calle Prat ; Jockey Club, Avenida Pedro Montt ; La Nave, Calle Serrano, next door to Itendencia ; Port Station Restaurant ; Samao, Las Heras ; Castillo Fornoni, Av. Altamirano ; Castillo Barbieri, Av. Altamirano—the two latter on the sea front.

Clubs :—British-American ; Español, Valparaíso. Sporting Club (Vina del Mar).

Addresses :—British Consulate-General, Calle Prat 872 ; U.S. Consulate, Calle Blanco 890 ; Y.M.C.A., Calle Blanco 1117 ; Y.W.C.A., Calle Melgarejo 45 ; Bank of London and South America, Ltd., Calle Prat No. 882 ; British Chamber of Commerce, P.S.N.C. Building, Calle Blanco 689 (P.O. Box 1676) ; Chilean-British Institute, Calle Blanco 725.

Cables :—West Coast of America Telegraph Co., Ltd. (British), Electra House, Calle Prat, 816-822.

All America Cables & Radio, Inc., Calle Esmeralda 919. Transradio Chilena, Blanco 638.

Rail :—Some of the principal services of trains are enumerated below ; subject to changes :—

To SANTIAGO by State Railway (3 hours, Pullman cars available), 3 daily expresses, and 7 on certain days. First single, with de luxe Pullman seat, \$115 pesos.

The Longitudinal Railway is joined at CALERA Junction (88 kilometres), on the State Railway to Santiago. From this point are three trains a week to Coquimbo ; three trains a week to Antofagasta and one to Iquique.

Trains southward, to Concepción, Valdivia and Puerto Montt, are joined at Santiago.

To BUENOS AIRES by Transandine Railway, in winter twice a week, in summer 3 times a week.

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Trams and Buses :—Tram fares within City limits \$1.00. An excellent service of buses is maintained. The service of the Viña del Mar Municipality between Valparaíso/Viña and Chorrillos, fare \$2.80. No standing is allowed in these buses. Urban bus fares \$1.40 to \$1.60.

Steamship Services :—One of the great ports of the world, Valparaíso is in touch with all countries. The principal services include, unless suspended :—

Liverpool, regular mail services *via* Panamá Canal, Kingston, Havana, Nassau and Bermuda by P.S.N.C. vessels ; occasional services *via* the Straits of Magellan. London, Liverpool, Glasgow, Swansea, Hull by P.S.N.C. cargo and passenger vessels ; frequent sailings *via* Canal and Straits.

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Frequent local services by Chilean steamers to Guayaquil, Arica, Iquique, Corral, Punta Arenas, and monthly to River Plate and Brazil.

Other Lines from Valparaíso are Cie. Generale Transatlantique to French and Continental ports, the Johnson Line and Knutsen Line to Scandinavian ports and the Italian Line to Mediterranean ports.

PLEASURE RESORTS NEAR VALPARAISO.

Viña del Mar is the residential suburb most favoured by well-to-do Chilean and foreign residents. It is 9 kilometres from the port and connected by trains and motor-buses. The journey takes 15 minutes by direct train, and is a most agreeable one. Both road and railway follow the shore.

Viña del Mar is less exposed than Valparaíso to wind and storm. It has a very fertile soil and a peculiarly fragrant and stimulating atmosphere. It has a population of 70,013. The social season is at its height in the summer (Dec. to Feb.), when large numbers of wealthy visitors arrive from Santiago and Argentina. Luxurious villas, a magnificent club-house and grounds, a modern casino, a race-course, fine hotels and promenades and a swimming pool of great size give Viña del Mar a place in the forefront of South American social resorts. Golf is played upon the introduction of a member at the Valparaíso Golf Club (Viña del Mar). El Recreo and Caleta Abarca, distant about a quarter of an hour's ride, are favourite resorts for bathing and amusements. The latter has a magnificent hotel, the *Miramar*, with a private beach and swimming pool. It is one of the main attractions for visitors to Viña, and is approached by the famous promenade of Miramar.

There is a large sugar refinery in the town.

Viña del Mar Hotels :—O'Higgins, Plaza Vergara, 250 rooms each with bath and telephone ; Miramar, Viña del Mar, 100 rooms ; Embassy, Plaza Vergara,




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Concon, at the north-eastern point of Valparaiso Bay, is reached by motor-car in a quarter of an hour from Viña del Mar. Taxi fare, \$200 ; motor-bus, \$16. Tennis, bathing, fishing, shooting, and riding are its attractions, apart from the beauty of the scenery.

Hotels :—Gran Hotel Concon (300 beds) ; Residential Roxy, 15 rooms.

Laguna Verde, a couple of hours' walk over the hills to the west of Valparaiso, is a picturesque bay used for picnics. There is a wayside restaurant.

Jahuel, or **Balneario Jahuel**, is situated high in the Cordillera (3,900 feet), 11 miles from San Felipe station. Expresses from Santiago and Valparaiso do the journey in 2½ hours. About 3½ hours should be allowed for the car ride from Valparaiso. The hill scenery includes a distant view of Mount Aconcagua. The air is of mountain purity, and the mineral waters are very good for drinking and bathing. Good roads run through the glorious scenery in the neighbourhood.

Hotel :—Balneario (150 beds), invalids not received.

Limache (population, 16,448) is 44 minutes by express train from Valparaiso in the valley of the Aconcagua River. There are interesting drives and grand views. A one-day motor-car excursion from Valparaiso can be made which includes visits to Olmué and Lo Chaparro.

Hotel :—Hanza (Tel. 7 Olmue), 45 beds. Swimming pool and tennis courts. London, 21 rooms.

Quinteros, the naval aviation station, 36 miles away by road, may be visited by motor-car (\$400), by bus (\$30), or by railway. There is a very good hotel.

Torpederas, a local bathing resort, is reached by bus.

Santiago, the capital and seat of Government, 116 miles from Valparaiso, is the fourth largest city in South America and one of the most beautifully situated of any. It stands in a wide plain, 1,706 feet above the sea, and is backed by the Andes. The city covers about 8 square miles, and is crossed from east to west by the Mapocho River, which passes through an artificial stone channel, 130 feet wide, spanned by five iron bridges. The population is 1,120,000. The magnificent chain of the Andes, with its snow-capped heights, is in full view for at least nine months in the year. There are peaks of 20,000 feet about 60 miles away. A gem set in a ring of gardens, and snow-capped peaks, blessed with an almost perfect climate, Santiago has a magnetic power, attracting business and population from all sides. More than half of all the country's manufacture is done here. It is essentially a modern capital, full of bustle, noise, traffic problems and skyscrapers. Buildings of ten storeys are common. High office buildings stand next to sumptuous blocks of flats arranged and equipped as well as any in the world. Public gardens, laid out with admirable taste, are filled with flowers and kept in good order. Smart policemen control the crowds with courteous efficiency. Shops are attractively arranged and surprisingly well stocked. New residential quarters and garden suburbs have come into being where before were slums.

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SANTIAGO DE CHILE

A wide and beautiful avenue—the Avenida Bernardo O'Higgins—runs through the heart of the city for two miles.

Visitors from the United Kingdom will find much in Santiago to remind them agreeably of home. Red pillar boxes for letters, trim gardens in the English style, alert policemen, shops and streets with English and Scottish names. On many sides one hears the English language, for there are thousands of British subjects in Santiago, Valparaíso and other parts of Chile, as well as a certain number of U.S.A. citizens. There are, moreover, many Chileans of British origin, descendants of former settlers.

One of the most striking features is the Santa Lucia Hill, with magnificent views over the city. It is almost in the centre of the city and ornamented with gardens, balustrades, and balconies. The view gives possibly the best general idea of Santiago, although that from the Cerro San Cristóbal, almost behind it as seen from the Crillon Hotel, is perhaps equally good. A funicular railway mounts this hill, which is surmounted by an immense statue of the Virgin Mary.

Santiago Hotels :—Carrera, Teatinos 180, Cable : Carreratel, 400 beds ; Crillon, Agustinas 1051, Cable : Crillon, 150 beds ; City, Compañía 1063, Cable : City Hotel, 92 beds ; Savoy, Ahumada 165, Cable : Savoy, 60 beds ; Splendid, Estado 360, Cable, Hotel Splendid, 54 beds ; Capri, San Antonio 541, Cable : Capri, 81 beds ; Oddo, Ahumada 327, Cable : Oddo, 60 beds ; Victoria, Huerfanos 801, Cable : Hotel Victoria, 45 beds ; Mundial, La Bolsa 87, Cable : Hotel Mundial, 40 beds ; Bidart, New York 9, Cable : Hotel Bidart, 34 beds.

Restaurants :—María Elena, Pasaje Matte 81 ; La Bahía, Monjitas 834 ; Chez Henri, Portal Fernandez. Tea Rooms : "Lucerna," Ahumada 262 ; Gath & Chaves, Ltd., Estado, Huerfanos ; "Violin Gitano," Huerfanos.

Points of Interest :—San Cristóbal and Santa Lucia Hills, Parque Cousiño, The Bernardo O'Higgins (formerly Alameda, the chief avenue). Casa Moneda (contains historic relics, paintings and sculpture). The Moneda (Calle Moneda), containing the official residence of the president and a number of Government offices. Public Buildings :—Cathedral, Bolsa de Comercio, Law Courts (Plaza de Armas), Congress Palaces (Calles Bandera and Compañía), Art Buildings, Parque Forestal, Quinta Normal (Quinta tramcar), Cavalry School (Macul car), Plaza Baquedano, National Library, Central Market (Puente 21 Mayo), two Universities.

Conveyances :—Motorbus and trolleybus fares \$1.60, city limits. Taxi : \$200 per hour according to the type of car, within the city limits. Visitors going outside the city are advised to arrange the charge beforehand.

Outings :—Apoquindo and Tobalaba (round trip from centre, about 1½ hours by motor). San José de Maipo and Peñaiolén (return journey about 3 hours by motor). El Volcán, 1,407 metres above sea-level ; train 8.00 a.m., arriving back in Santiago 7.45 p.m. through mountains and gorgeous scenery. Cartagena and San Antonio (q.v.) are 2 hours' motor run.

Tourist Agencies :—Wagon-Lits Cook ; "Expreso Villalonga" ; "Exprinter" ; Cia Chilena de Viajes y Turismo (CIVIT) ; Viajes Litvak ; "Transportes Unidos," and "Turavion Shipping Express. Round trips to the Lake District are detailed under "The Chilean Lakes."

Racecourses :—Club Hípico, racing every Sunday afternoon (at Viña del Mar, January-March) ; Hipodromo Chile every Sunday morning.

Tennis :—Santiago Tennis Club ; International ; Los Leones ; The Prince of Wales Country Club ; Country Club ; Stade Française.

Golf :—Los Leones Golf Club (car from Plaza Italia), introduction required ; The Prince of Wales Country Club.

Clubs :—Union ; Phoenix Club ; The Prince of Wales Country Club (cricket, hockey, swimming, etc.) ; Club de Setiembre ; Ski Club Chile, Calle Bandera 64 ; Club Andino (winter sports).

Theatres and Cinemas :—Municipal ; Rex, Bandera, Real, Metro, Santa Lucia, Central, Normandic, Cervantes, Santiago, Baquedano ; and many others.

Addresses :—British Embassy, British Consulate, Bandera 227 ; U.S. Embassy ; Teatinos 220 ; British Consulate ; Agustinas 1025 ; Y.M.C.A. : Arturo Prat 130 ; West Coast of America Telegraph Co., Ltd. (British), Calle-Bandera, 156 ; All America Cables & Radio, Inc., Calle Agustinas, 1065 ; Transradio Chilena, Calle

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Rail:—Santiago to Buenos Aires as from Valparaiso (q.v.); to Valparaiso, three expresses daily, besides ordinary trains; to Talcahuano, daily; to Coquimbo and Serena, daily; to Antofagasta, thrice a week, and Iquique once a week; to Valdivia and Puerto Montt, three times a week; to San Antonio at 8.30 a.m. and 3.40 p.m. Fare to Buenos Aires *via* the Lakes and Bariloche, \$110 U.S. (includes board and lodging).

Road:—Motor-car trips over the Andes to Mendoza (250 miles) are arranged by the travel agencies. The road is excellent except when snowed up in winter but the last 3,000 feet of the climb can now be avoided by passing through Trans-Andean Railway tunnel, 2 miles long. There are motor roads to Valparaiso and San Bernardo. The Pan-American Highway between Santiago and Arica (2,380 kiloms) is usually covered in five stages. The driving time is 51 hours.

CHIEF PORTS.

Antofagasta, capital of the Province of Antofagasta, is 220 sea miles south of Iquique and 576 north of Valparaiso. It is the most important commercial centre in northern Chile, exporting the minerals of a wide mining area; probably two-thirds of all Bolivian exports and a third of its imports pass through the port.

Vessels anchor in the bay and alongside the Fiscal Mole. At sea it is linked by frequent services of passenger and cargo boats with all the main Chilean ports. Railways (and air services) run north and south; one line runs east to Uyuni, whence there are connections for La Paz and Buenos Aires, and a railway from Antofagasta to Salta (559 miles) was opened in 1948.

The population is about 100,000, and the urban streets are asphalted. There are good parks and public gardens, like the Avenida del Brazil, but no memorable buildings. Water is brought from San Pedro, 193 miles away, for the land side is desert. The anchorage is sheltered by a massive breakwater. The quite delightful climate never varies more than a few degrees (18 to 20 Centigrade), but the best time for a visit is from May to September.

Antofagasta Hotels:—Londres, Latorre 473, Telephones 495 and 226, 40 beds; Maury, Pasaje Rhin, Telephones 44 and 46, 120 beds; Plaza, Prat 352, Telephone 505, 60 beds; Splendid, Baquedano 433, Telephones 738 and 1055, 70 beds; Residencial O'Higgins, Av. Brazil, Telephone 94, 18 beds.

There are several factories in the city. The most important industries are beer, refreshing beverages, cannery, soap, paints, ice, cardboard, oxygen, toys, furniture, paving tiles, ready-made clothing, etc. There are also important foundries, refining plants and a large frigorifico.

Restaurants:—The well known "Quinta Casale" Uribe 782; "Protectora de Empleados", San Martin 350; Air Port Station Restaurant.

The "al fresco" luncheons at the Auto Club are fashionable both in summer and winter seasons. There are bathing facilities.

Tea Rooms:—"La Giralda", Prat 555; "La Coquimbana", Latorre 337; "La Serenense", Matta 481; "Alhambra", Matta 575.

Theatres:—Nacional (modern); Latorre; and Imperio; all in the centre of the city.

Conveyances:—Motor-buses and taxis.

Addresses:—British Consulate, San Martin 376; U.S.A. Consulate, Washington 117 corner Sucre; Post Office and State Telegraph, Washington corner Prat; P.S.N.C., Washington corner Sucre. All surrounding the principal park (Plaza Colon).

Cables:—West Coast of America Telegraph Co. (British), Calle Prat 220; All America Cables & Radio, Inc., Calle San Martin 353.

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Clubs :—English Club, Club de la Union, Spanish Club and Yugoslav Club, all in (or close to) the main street (calle Prat); Club de Tennis Antofagasta, in Av. Angamos connected with Av. Brazil, and the Automobile Club, 4 miles from Antofagasta.

The Antofagasta Golf Club has an 18-hole course over natural ground; the green fee is fifteen pesos a day.

Excursions :—To Mejillones (40 miles) by train or motor. To Nitrate Oficinas, over good roads, (87 miles), or by train. Near the town of La Chimba is a favourable spot for picnics. Also La Portada, with fantastic rock scenery.

Rail :—Longitudinal railway to Valparaiso and Santiago twice weekly; departs Thursday and Friday 8.30 a.m. Trains take 2 days, 8 hours. Fares: to Valparaiso, 1st class \$1235.50. To Santiago, 1st class \$1269.50. Beds per night \$153. to \$183. Antofagasta (Chile) and Bolivia Railway to Oruro and La Paz. Departs Friday, 8.00 a.m. First single (including bed) \$775 to Oruro, and \$971 to La Paz. Departs Uyuni on Saturday, 1.45 a.m.; Oruro on Saturday, 11.00 a.m.; and arrives La Paz on Saturday at 6.30 p.m. The down train departs La Paz at 1.30 p.m. Tuesday, arriving at Antofagasta 9.45 p.m. Wednesday.

Antofagasta-Buenos Aires. Trains leave on Friday and run via Uyuni (Saturday 4.50), La Quiaca and Tucuman, arriving on Monday; 1st. single £30 approx. including bed.

Roads :—To Tocopilla, 120 miles; to Mejillones, 40 miles; to Pedro de Valdivia, 110 miles; to Maria Elena, 122 miles; to Taltal, 110 miles; to Calama, 150 miles; to Chuquicamata, 165 miles.

Shipping : P.S.N.C. mail steamers, monthly, outward and homeward, also P.S.N.C. intermediate service monthly.

Coasting Steamers :—Five companies run services to Valparaiso, Iquique and Arica, and intermediate ports. Grace Line has frequent sailings south to San Antonio and north to New York.

Arica, the most northerly Chilean port, in Tarapaca province, with a population of 16,627, is the terminus of a line to La Paz, Bolivia (285 miles). It is reached by rail from Tacna (Peru, 39 miles), and is distant 3-4 days from Valparaiso, 4 days from Buenos Aires *via* Tupiza, all rail; 5-9 from Panamá, 11-17 from New York, and 18-25 days from the chief European ports. The port serves the fertile, but undeveloped, Azapa and Lluta Valleys, and it is frequented for sea-bathing by Bolivian society. Rain is unknown, summer or winter. There is an attractive sand golf course. Maximum temperatures: Winter, 14.9° C.; Summer, 21.8° C.

The town is built at the foot of the Morro headland and fringed by sand-hills. The Andes are clearly in view from the anchorage. The Morro was the scene of a great battle in 1879 between Chilean and Peruvian forces. It has now been thrown open to the public. The vegetation is semi-tropical.

It is the transit trade with Bolivia that gives Arica its importance. Bolivian and Peruvian Customs stations supervise imports to Bolivia and Tacna. Borax, tin, wolfram, antimony, copper ores, hides, sulphur, and agricultural produce are exported.

Landing :—Shore boat and launches.

Shipping :—P.S.N.C. monthly, outward and homeward; Grace Line, fortnightly to Valparaiso; C.S.A.V., weekly, north and south; Italia, monthly.

Hotel :—Pacifico (200 beds).

Rail :—To La Paz by Arica-La Paz Railway every Monday, 9.20 p.m., and Thursday, 7.10 a.m., slow train (first-class single, \$216; second-class single, \$132.40), sleeping accommodation \$130 extra.

To Tacna, by Arica-Tacna Railway Co., twice daily (first-class single, \$50); leaves Arica 9.30 a.m. and 6.10 p.m.

Motor-cars can also be hired for Tacna. The bus service, twice daily, takes about an hour each way.

Cables :—All America Cables & Radio, Inc., Calle 21 de Mayo 175. West Coast of America Telegraph Co., Ltd. (British), Calle Arturo Prat 154.

Excursions can be made to the old town of Tacna, in Peru, by road or railway; to the fruitful Azapa valley; to the cotton plantations in the Lluta valley; and to the wild desert and mountain scenery at the foot of the Andes.

Concepción, six miles up the Bío-Bío River, the most important city in southern Chile, has a population of 100,000. It is connected by rail with Santiago (360 miles), Valparaíso, and with Talcahuano, its port, 9 miles away. The climate is kindly, and the streets and buildings are admirable. In the centre of the city rises the historical Cerro Amarillo, a hill now transformed into a magnificent "paseo," from the summit of which can be viewed the entire panorama of the city. The Plaza Independencia is one of the most beautiful plazas in Chile. After the earthquake, 1939, the Cathedral, most of the churches and convents, the Intendencia and Law Courts, had to be demolished. There is an English club and a Museum of the natural products of the region. The 9-hole golf course (open April-October) ranks with the best in Chile. The racecourse, midway to Talcahuano, is thoroughly modern in its appointments.

Concepción and Talcahuano are joined by the State Railways and a paved road. This road leads to many beautiful spots; to several beaches such as Ramuntcho and Las Escaleras; to the estuary of the Bío-Bío with its hundred year old "boldo" woods; and to Lenga, a charming corner at one end of San Vicente Bay. From Concepción a railway runs to Curanilahue through Coronel and Lota, and another to Chillán through Tomé and Penco. In Lota, Coronel, and Penco are the biggest coal mines in the country. Coal is the only important mineral; otherwise the region produces a considerable proportion of the Chilean total of beans, peas, lentils, wheat, oats, livestock, and 25 per cent. of the sheep.

Excursions:—A short distance from Concepción, easily reached by a good road, or else by a two-hour train journey, are the famous Laja falls, probably the grandest piece of scenery in the country. Not far from the city is the Cerro Caracol, a beautiful hill covered with thick pine woods. This curving hill embraces in its arc the Parque Ecuador, which lies on the flat and is exceptionally beautiful. At the highest point of the Predio de Caracol is a tower built in memory of Bismarck. From the top of the tower there is a magnificent view of Concepción, the river Bío-Bío and its estuary, the lakes of Tres Pascuales, Redonda and Los Mendez. The view also embraces Talcahuano, the Bay of Concepción, the Bay of San Vicente and the Gulf of Arauco. Three kilometers away is the lovely lake of San Pedro.

Hotels:—Ritz Hotel, Barros Arana 721 (125 beds); Cecil, Plaza España (80 beds); City; Claris.

Restaurant:—Nuria, Calle O'Higgins 888; Don Quixote, Calle Barros Arana 873.

Clubs:—Inglés; Circulo Francés; Alemán; Concepción. The Chilean-British Institute, Barros Arana 751.

Bank of London and South America.

Cables:—West Coast of America Telegraph Co. (British), Calle O'Higgins 460.

Rail:—To Santiago, two expresses daily; to Temuco and Valdivia daily; to Puerto Montt, Tuesday, Thursday, Saturday; Talcahuano (hourly).

Near **Concepción** are the following:—

Laraquete, easily reached by train from Coronel, or from Concepción, has good fly-fishing for trout and peladillo, from November to April.

Hotel:—Laraquete.

Penco, 6 miles by rail, is a middle-class week-end resort with firm sands. It is famous for its potteries.

San Vicente, connected by tram with Talcahuano and train with Concepción; popular week-end resort of the working classes.

Tomé, some 18 miles by rail from Concepción, upon the Bay of Concepción, has a background of wooded hills and two miles of shelving sandy shore with a smooth sea excellent for bathing. Tomé ranks among the best of Chilean watering places. It also contains various cloth factories. The picturesque small fishing village of Dichato with its superb bay stands a little to the north.

Tomé and Penco suffered severely in the earthquake, 1939.

Hotels:—France, El Morro, Durdos.

Coquimbo, with about 25,000 inhabitants, is a considerable port, with several industries. The city is built on the southern slopes of the high lands which encircle the sheltered bay of Coquimbo, the winter quarters of the Chilean Navy. It is connected by rail with Santiago (357 miles) and with Valparaíso by rail and steamer (198 nautical miles), and has one of the best harbours on the coast. It is in a mixed agricultural and mining district known favourably for a palatable local wine. The harbour has a mole and pier. Steamer passengers may undertake, if time allows, the train journey to La Serena, 9 miles away, or go by road. Halfway between Coquimbo and La Serena is Peñuelas, with a good beach, a Casino and a race-course. There are other good beaches at Guayacán and La Herradura, both near the port. There are thermal springs at Soco, on the outskirts of the town.

The journey between Coquimbo and Valparaíso can now be done by car, but the road is very hilly, rising at one point to over 5,000 ft.

Excursions:—Not far from Coquimbo is the little town of Andacollo. Here, round about Christmas time, is held one of the most picturesque religious ceremonies still celebrated in South America. The pilgrimage to the shrine of the miraculous Virgen del Rosario de Andacollo is the occasion for ritual dances dating from a pre-Spanish past. The church is a huge building. The town is now a centre for alluvial gold washing.

Hotels:—Palace (25 beds); Inglés (30 beds); Plaza.

Cables:—West Coast of America Telegraph Co. (British), Calle Aldunate, 805.

Coronel, 281 sea miles south of Valparaíso, and 43 south of Talcahuano, upon a picturesque stretch of coast, is memorable as the scene of the naval battle for which vengeance was taken at the Falklands. The coal mines are important, and there is good natural protection for shipping. The population is 28,027; Concepción is 17 miles away by rail (1 hour).

The action off Coronel on 1 November, 1914, was fought between Von Spee's China squadron (Scharnhorst, Gneisenau, Leipzig, Nürnberg, and Dresden) against Cradock's squadron (Good Hope, Monmouth, Glasgow, and the merchant cruiser Otranto). A heavy sea and an unfavourable light added to Cradock's difficulties. The Otranto was ordered out of range, and of the combatant British ships the Glasgow alone escaped.

Landing:—Shore boat.

Cables:—West Coast of America Telegraph Co. (British), Calle Manuel Montt 175.

Rail:—To Concepción, twice daily, crossing the famous Bío-Bío Bridge, 1,889 metres in length; journey 1 hour. To Lota thrice daily, 20 minutes.

Iquique, the capital of Tarapacá Province and one of the principal ports of northern Chile, is a centre for nitrate and iodine. It is reached by train or steamer from Valparaíso (784 sea miles), Arica (108), and Antofagasta (220). It was founded in the 16th century upon a peninsula between the Colorado and Cavancha headlands, but was partially destroyed by earthquakes in 1868 and 1875. The population is 56,572. The town, which is well built, has some good plazas, theatres, a golf course, a boating club, an English colony and an English club. Many of the picturesque houses are painted in various colours. The roads outside the city are generally poor, though it is possible to motor across the pampa to the oficinas and to nearby ports. Large deposits of guano are seen on the coast. A fish canning industry has been started.

The climate is rainless and water is brought from Pica (60 miles), an interesting oasis at which Spanish soldiers settled in the 16th century. The fine Avenida Balmaceda leads to the picturesque

Peninsula of Cavancha and the beaches. About 56 miles inland is the resort of Mamiña, altitude 2,700 metres, with hot springs.

Hotels :—Hotel Prat ; Inglés ; Phoenix ; Espana ; Savoy.

Restaurants :—Club Aereo ; La Bolsa ; Casa Blanca.

Railway :—By nitrate railways, to Pisagua, second and fourth Saturday in each month ; local trains to Lagunas, Iris and Zapiga ; for Santiago, trains leave at 3.0 p.m. on Mondays and Thursdays for Calera to change for Santiago. The train on Monday is 3rd Class only, on Thursday 1st, 2nd and 3rd Class.

Landing :—Shore boat and launches. Port works are in operation.

Shipping :—P.S.N.C., outward and homeward, monthly ; and coasting steamers.

Conveyances :—Coaches and motor-cars. Auto service to the nitrate oficinas.

Cables :—West Coast of America Telegraph Co., Ltd. (British), Electra House, Calle San Martin, 300, Esq. Luis Uribe. All America Cables & Radio, Inc., Calle Bolivar Esq. Luis Uribe.

Punta Arenas, the most southerly town in Chile and the capital of Magallanes Territory, stands on the Straits of Magellan, 1,690 sea miles from Valparaíso, and 1,295 from Buenos Aires. The place was originally a convict station. The population is about 33,130, and the town consists of 22 streets parallel to the shore, crossed at right angles by 26 others running uphill. Most of the houses, especially on the outskirts, are of wood, with corrugated iron roofs, but there are many fine buildings in the middle of the town, grouped round the large Plaza. A museum in the Colegio Salesiano contains curios and crude works of art by natives of the Fuegian Archipelago, and specimens of anthropological interest.

It is the port of call for vessels engaged in foreign passenger traffic, but mainly for smaller ships which ply regularly between southern Chile and the central ports of the country. Wool and mutton are exported upon a large scale. Coal is worked at the Loreto mines, 5 miles inland. The oilfields in Tierra del Fuego will start production in 1950. Good motor roads connect the town with farms upon the Chilean side of the frontier. There is an air service to the North of Chile once a week, and connections twice a week with Buenos Aires.

The average temperature is 50° F. summer, 38° F. winter. There is good skating in the cold weather, and a 9-hole golf course about 10 minutes' motor run from the Plaza. Horse-racing, football and athletic sports are held from January to March. The British Club ranks among the best upon the west coast.

Landing :—By motor-boat \$15 per head. Passports are required from all passengers.

Steamers :—To Valparaíso, by Cia. Chilena de Navegación Interocéanica and Ferrocarriles del Estado, Servicio Marítimo ; and Cia Marítima de Punta Arenas.

To Buenos Aires, by Soc. Anon. Import and Export de la Patagonia, fortnightly.

Motor Service :—To Rio Gallegos and Puerto Natales two or three times a week. Private cars can be hired.

Hotels :—Hotel Cosmos, Calle Errazuriz, Cable "Cosmos," 50 rooms ; Savoy, Calle Valdivia (35 rooms) ; Colon, Springhill ; Cervantes Hotel ; Hotel France, Calle Roca.

Cables :—West Coast of America Telegraph Co., Ltd. Agent : H. Wilson, Calle Pedro Montt, 929. All America Cables & Radio, Inc., Agent : W. W. Watson, 21 de Mayo 1132.

Bank of London and South America ; Banco de Punta Arenas ; Caja de Ahorros.

Excursions :—Afoot up the gorge of the Rio de las Minas to the Loreto coal mine ; striking scenery ; gold-washing operations in the river.

There are two fine fox farms within 15 kiloms. of the city.

Fort Bulnes, the reconstructed first Chilean bastion in the Straits of Magellan, has an historical museum. There are magnificent views at the fort, which is 60 klms. by road.

The sea journey to Ultima Esperanza rivals in beauty that of the Norwegian coast, and takes about 30 hours. The distance (250 kiloms.), can be covered in six

hours by motor. Ultima Esperanza is famous for its hills, lakes, glaciers, rivers and waterfalls. Game is abundant and the salmon and trout fishing the best in the world.

Public motor-cars run two or three times a week to Puerto Rio Gallegos, on the Argentine coast, an 8 hours' run. The route gives good views of wild life, with some opportunity of sport, although Gallegos is not itself attractive.

The Fjords and glaciers of Tierra del Fuego (70 klms. by schooner) are exceptionally beautiful.

There is a Touring Club at Punta Arenas, Casilla 127 (Correspondence in any European language). Also a British Club and an Anglo-Chilean Society.

Puerto Montt, capital of Llanquihue province, is a thriving town of 44,024 inhabitants, the terminus of the Southern Railway and the point of embarkation for Chiloé, Aysen, and Punta Arenas. It is 670 miles south of Santiago, 80 miles from Osorno. The bay is magnificent in size and beauty, and the local climate most agreeable. The port is much used by coasting steamers and serves a sheep-farming district. Vessels anchor off shore.

Puerto Montt is on a patch of flat land following the contours of the bay at the head of the Gulf of Reloncavi, and inland the hills, still covered with the relics of the primeval forest, rise abruptly. The "four hill-sides" rise inland to the watershed which cuts off the head of the bay from Lake Llanquihue. The distance between the lake and the sea is a few kilometres only, but road and rail have to follow a winding course between Puerto Montt and Puerto Varas on the lake. The line follows the shore for some distance before striking off into the hills and charming glimpses are caught from time to time of Puerto Montt.

Hotels:—Hein (100 beds); Central, Puerto Montt (63 rooms); Miramar.

Excursions:—The city is an excellent base for excursions to the Chilean Lakes (page 432). Lake Llanquihue is 14 miles by road, and from that point there is a view of the Osorno volcano. (A good excursion is to go early by car to Ensenada, on to Lake Todos los Santos, return by travelling all round Lake Llanquihue.) Other large lakes in the same province are Lago de Todos los Santos, Laguna Cayutué, Lago Puyehue, Lago Rupanco, and El Chapo. The Maullin River, which rises in Lake Llanquihue, has some interesting waterfalls. The wooded island of Tenglo, just off Puerto Montt and which is easily reached by launch, is a favourite picnicing place. Magnificent view from the summit. The island is famous for its "curantos," a local dish. Chamiza, at the mouth of the River Coihuin, is recommended to fishermen (two quintas). There is a good bathing beach at Pelluco, a fair walk from Puerto Montt. The estuaries of Reloncavi and Cochamó (6 hours) are very beautiful. Maullin, at the mouth of Maullin River, is worth a visit (by ship direct or by car as far as Puerto Toledo and then by launch or lake steamer). Calbuco (*Hotel Francke*), centre of the fishing industry, with good scenery, can be visited direct by steamer.

Rail:—Daily to Osorno; three times a week to Temuco, and three times a week to Santiago in the winter; in summer daily.

OTHER TOWNS.

Ancud is a port on Chiloé Island, with a population of 13,981. It is about 760 miles from Santiago; an agricultural and timber centre with a good trade with Puerto Montt.

Hotels:—Plaza, Nielson.

Calama, in the Province of Antofagasta, at an altitude of 7,430 ft., population 6,973, is 150 miles from Antofagasta and 14 miles from Chuquimata. It is from Calama that the Cía Sud Americana de Explosivos supplies all Chilean and some Bolivian demand for high explosives.

Caldera, opened as a port in 1884, serves the province of Atacama. It has a pier 250 yards long, and is connected by rail with Copiapó (54 miles). It is claimed that the first steam train to run in South

America started from Caldera.

Castro, a minor port upon a deep-water inlet on the eastern side of Chiloé Island, is served by local steamers from Puerto Montt and coasting vessels. Timber, potatoes and wheat are exported to the mainland. Population, 22,227.

Chañaral, a port in Atacama, midway between Caldera and Taltal, has 3,955 inhabitants, and is in a rich gold and copper mining district. It is 175 miles south of Antofagasta. Caleta Barquito, four kilometres to the south of the Bay, is the base of the Andes Copper Mining Co., which has mines at Potrerillos. Chañaral's importance is almost completely bound up with the imports and exports of this company.

Hotels :—Lido (20 beds) ; Universal (20 beds) ; Atacama (10 beds).

Rail :—Connecting with Longitudinal Railway at Pueblo Hundido (40 miles).

Steamers :—Weekly coast service to Iquique and fortnightly to Valparaíso. Fortnightly service to New York and Valparaíso by Grace Line steamers ; also coasting steamers.

Chillán, 250 miles south of Santiago, is on the southern section of the State Railways. It has a population of 61,535, and is an important agricultural centre. One of its older houses was the birthplace of the Liberator, Bernard O'Higgins. The town was destroyed by earthquake, 1939, and is now undergoing reconstruction.

The mineral springs, for which the district is famed, are reached by train to Recinto (40 miles), and motor to "las Termas," 4,000 ft. up in the Cordillera.

Hotels :—Gran Hotel (67 rooms) ; O'Higgins (25 rooms) ; Espana (32 rooms).

Chuquicamata, 162 miles from Antofagasta, on the Antofagasta and Bolivia Railway, has the largest copper mines in the world (Chile Exploration Co.). The roads from this town to Antofagasta, María Elena, and from María Elena to Tocopilla, are the best long-distance roads in the Province of Antofagasta. Population, 15,000 ; altitude, 10,000 ft.

Hotel :—Washington.

Constitución, on the Maule River, and 115 miles north-east of Concepción, is a port of call for small steamers. It adjoins a large and wealthy district producing grain and lumber, and is connected by rail with the Southern Railway at Talca (56 miles). Its main claim to attention is as a summer resort. The fine beach is encircled by rocks of great picturesqueness, and the surrounding scenery is most pleasing. There is a large number of hotels and pensions, but the accommodation provided is scanty during January-March.

Hotels :—De la Playa ; Gran ; Negri ; Talca ; la Plaza ; Splendid ; Venecia ; a Zona ; Pension Marini.

Copiapó, capital of the province of Atacama, 260 miles north of Coquimbo, has a population of 21,731, and is an important copper, gold, and silver mining centre. It is an attractive, well-administered town, on the edge of the desert region. It is connected by rail with the port of Caldera, 50 miles, and with Santiago, Valparaíso, Iquique, and Antofagasta. There is a monument to Juan Godoy, a pioneer of the mining industry. Damaged by earthquake, 1939.

Hotels :—Ahumada ; Inglés.

Corral, the outport of Valdivia City, is at the mouth of the Valdivia River. There is a steamboat service daily to Valdivia (11 miles ; 2 hours). The town was the scene of a great victory by the Chileans under Admiral Cochrane in the War of Independence of 1818.

Whaling is carried on from a base at San Carlos in Corral Bay. Large iron and steel works have been constructed to treat ore obtained from Tofo, near Coquimbo. Population, 8,619.

Cruz Grande, on the gulf of Cruz Grande, 32 miles north of Coquimbo, and 130 miles from Valparaiso, has a good anchorage of from 8 to 20 fathoms. It is entirely a shipping port for the Bethlehem-Chile Iron Mines at El Tofo.

Coquimbo can be reached by steamer twice a week, daily by rail, or by motor (about 4½ hours).

Curicó, an inland agricultural town, with 35,270 inhabitants, is 120 miles south of Santiago on the railway. The surroundings are picturesque, and the main plaza is accounted one of the finest in the Republic. The cattle market is a great one; flour milling and alcohol distilling are local industries.

Hotels:—Comercio, Curico, Turismo.

Huasco, a port for mining products, midway between Coquimbo and Copiapó, has 2,311 inhabitants.

Hotel:—Cabezas (20 beds).

Steamers:—Fortnightly to Arica and Valparaiso and intermediate ports.

Rail:—Four times a week to Vallenar in connection with the Longitudinal Railway.

La Serena, capital of Coquimbo province, lies about 9 miles from the port of Coquimbo, along the shores of the magnificent bay. It was founded in 1543, destroyed by Indians, rebuilt, and sacked by the English pirate Sharpe in 1680. On February 27, 1818, the Chilean Declaration of the Independence was made here. It is a charming old-world town, built on a hillside, and has many fine buildings and streets. It is famous for its flowers, its gardens and orchards. The historic cathedral is the seat of an important bishopric, and there are many old convents. The population is 30,000. It is connected by rail direct with Valparaiso. There are three trains a week, and a rail-car every day. There are two good motor roads, one inland and one along the coast to Coquimbo. Halfway along this road is the popular beach of Peñuelas. Motor-buses run to Cruz Grande (4 hours), and to Coquimbo.

La Serena is not a mining city, but it is near **El Tofo**, where the Bethlehem Chile Iron Company extracts rich ore with electrical excavators to send over a specially constructed railway to Cruz Grande, a port built for this particular purpose.

Hotels:—Francisco de Aguirre (Tourist Hotel); Maipo (first class); Gran (40 beds); Hotel Santiago.

Cables:—West Coast of America Telegraph Co., Ltd. (British), Calle O'Higgins, 555.

Lebú, a coal port 80 miles south of Concepción, at the mouth of the River Lebú, has a population of 8,239. Local railways serve the coal-mines in the area, and run daily trains to Puerto Peleco on the highly-picturesque Lake Lanalhue, 23 miles south of Lebú.

Hotels:—Central (30 beds); Aleman (15 beds).

Rail:—To Talcahuano, Tomé, Penco and Valdivia weekly.

Linares, capital of the province of Linares, with 34,403 inhabitants, is 185 miles south of Santiago, on the State Railway. It is the centre of an agricultural area producing wine, fruit, cereals and vegetables. It is the junction for the Panimávida springs and baths (17 miles), picturesquely situated on the foothills of the Andes in the central Chilean valley. The hot springs are medicinal.

Hotels:—Astur (50 beds); Panimávida (high-class), 200 beds, six baths.

Los Andes, 88 miles from Santiago, in the agricultural and vine-growing district of Aconcagua, has a population of 17,964. It is the Chilean terminus of the Transandine Railway to Argentina. It is the centre for the bag and cordage industry. There are roads to Mendoza (Arg.), and to Santiago or Valparaíso.

Hotels:—Continental; Plaza; Banos El Corazon.

Cables:—West Coast of America Telegraph Co., Ltd. (British), Calle Esmeralda, 56. All America Cables & Radio, Inc.

Lota, a large coal-shipping port on the Bay of Arauco, south of Coronel (5 miles) and Concepción (23 miles), is a coal-mining centre with 34,445 inhabitants. It can be conveniently visited by train from Coronel or Concepción. In the neighbourhood is the famous Cousiño Park, one of the sights of Chile. The management and organization of the Cousiño mines are of extraordinary interest.

Landing:—Shore boat.

Rail:—To Coronel (20 minutes), and Concepción (1½ hours) daily.

Hotel:—Comercio (25 beds).

Mejillones, an important shipping port in the province of Antofagasta, 61 sea miles from Antofagasta town. It has a good natural harbour protected from westerly gales by high hills, and is connected by rail and road with Antofagasta (38 miles). Population, about 3,500. Exports consist of tin and other metals from Bolivia.

Exporters and Importers:—Gibbs Williamson, Ltd.

Shipping:—Pacific Steam Navigation Co., vessels may call on south and northward voyages.

Osorno, capital of its Department, is on the State Railways, 590 miles south of Santiago, and 80 miles north of Puerto Montt. It is a distributing point for a large agricultural area. The city was founded in 1558 and quickly became one of the principal Chilean towns. It is built on rising ground at the junction of two rivers, the swift Rahue and the quiet Damas. Some of the streets and buildings retain much of their colonial character, but modernism, to excess, is the dominant note to-day. The Instituto Aleman—the town is mainly German—is a good instance of the prevailing concrete construction. There are local industries of some importance. Population, 62,106. Osorno may be visited *en route* to Puerto Varas and the Chilean Lakes, and is about 20 hours' train journey from Santiago. Good roads radiate into the surrounding country, to Valdivia and Puerto Montt and to the Argentine town of San Carlos de Bariloche.

Hotels:—Hotel Burnier (160 beds and 100 baths), \$240—280; Hotel Waeger (80 beds and 28 baths), \$150—200; Hotel Espanol (60 beds and 6 baths); Hotel Savoy (30 beds), \$85.

Excursions:—(1) Motor to Octay, on the shores of Lake Llanquihue; trips can be made from Octay by steamer on the lake, or the road followed along the lake side; (2) to the Pilmaiquen waterfall, and thence to Lake Puyehue and the thermal waters; (3) motor to Rio Bueno, celebrated for its scenery, and to La Union; (4) motor to Trumao, a river port on the Rio Bueno, whence a steamer may be taken to the sea; (5) motor to Rio Negro and Riachuelo; (6) motor along International Highway *via* Perez Rosales to Lake Todos los Santos; (7) motor to Ensenada for lunch, continue to Puerto Varas for afternoon tea, then along east side of the lake to Octay and back. Other excursions can be made to San Juan de la Costa, and to Lake Rupanco. The Club Andino has 2 shelters at La Picada, in the ski fields, 55 miles by road; it also has a shelter at the Antillanca Ski Fields, where a 'ski lift' has been installed and which are only 10 miles by road from the Puyehue Hotel. Apply at the "Oficina de Turismo de Osorno," Hotel Burnier.

From about the beginning of October until the end of March, depending on weather conditions and the extent of the passenger traffic, "Lipa Sur" Air Line run a regular weekly service to Pampa Alegre Airfield, about two miles by road from the centre of the town.

The passenger air express from Santiago to Puerto Montt now stops at Pilmaiquen, only a few miles from the summer resort of Puyehue.

Ovalle, 60 miles south of Coquimbo and served thrice a week by trains from that point, is at the junction of a 50-mile line to the coast at Tongoy. It is the centre of a fruit, wool-growing, and mining district. Population, about 32,650. The thermal springs of Soco are quite near, and 60 miles to the south is the medical station of Combarbalá.

Hotels :—Ovalle ; Roxy ; Palace.

Air Services :—See under Air Section.

Puerto Varas, a beauty spot of about 44,024 inhabitants, stands on the edge of Lake Llanquihue, and near the Osorno, Tronador, and Calbuco volcanoes. There are steamers and motor-boats on the lake. It is in the Chilean "Switzerland," 16 by road from Puerto Montt and 650 miles from Santiago upon the Southern line. The journey may be made by Pullman. (See the Chilean Lakes, page 432) Puerto Varas is within easy reach of many famous beauty spots—Desagüe, Totoral, Frutillar, Los Bajos, Puerto Octay, Puerto Chico, Puerto Fonck, Ensenada, La Poza, the Loreley Island, the Calbuco Volcano, La Fábrica, Puerto Rosales, Playa Venada and Rio Pescado.

Hotels :—Puerto Varas Tourist Hotel (180 rooms). The road to Ensenada is open.

Rancagua, with a population of 38,423, is on the Southern Railway, 165 miles south-east from Valparaiso, or 51 miles south from Santiago (1½ hours by train). A battle fought in its streets in 1814 is its chief title to fame. The pursuits of the town are agricultural, although it serves also the Teniente mining area, 20 kilom. by rail. There is a road to Santiago. The Cauquenes thermal springs are near at hand.

Hotels :—Santiago (32 beds) ; Rio Claro (50 beds) ; De La Ta.

Rio Blanco, in the Cordillera, 35 miles from Los Andes up the Aconcagua River, is served by daily trains from Los Andes. The surroundings are mountainous, with good walks and rides. There is good fishing to be had, and a fair amount of society in the season, September-April.

Hotel :—Rio Blanco (100 beds).

San Antonio, 40 miles by sea south of Valparaiso and 70 miles by rail or road from Santiago, is the nearest port to the capital. Its shipping shows a considerable growth, more or less at the expense of Valparaiso. There are direct rail connections with Santiago, Talagante, and the Central Valley.

The town is a popular holiday resort for Santiago residents, and has 27,314 inhabitants. **Cartagena**, 5 miles away, with good hotels, is also a favourite playground for Santiago residents. **Llolleo** (2½ miles) is a summer resort, also with hotels.

Hotels :—Plaza, Jockey Club, Cartagena, Francia, Nice, Gran, Cecil.

San Felipe, capital of Aconcagua province, 80 miles north-east of Valparaiso, is an agricultural and copper and gold mining centre with 19,660 inhabitants. The climate is agreeable, for the city is 2,087 feet above sea-level. It is connected by rail, *via* Las Vegas junction, with Valparaiso, Santiago (78 miles), and Los Andes (9 miles), for Argentina. A short metre-gauge railway runs from San Felipe to the old town of Puteando. There is a road, 41 miles long, to Santiago.

Hotels :—Balneario Jahuel (83 rooms) ; Europa (50 beds) ; Robles (20 beds).

San Fernando, capital of the province of Colchagua, with 28,723 inhabitants, is 83 miles by rail or road from Santiago and 197 miles from Valparaiso. It is in a broad and fertile valley at an altitude of 1,112 ft. It was founded in 1742, and still retains its colonial character.

Hotels:—Marcano, Estación, Español.

Talca, capital of the large agricultural province of Talca, is on the Claro and Piduco rivers. Population, 56,735. Connected with Santiago 155 miles, Concepción 200 miles, and the port of Constitución, 56 miles, by road, rail, and airways. The city was founded in 1692 and has historical and cultural traditions of which the inhabitants are justly proud. It was completely rebuilt after the earthquake of 1928, and now has large open parks and well-paved streets. The province, apart from its large wheat and other grain production, is the largest wine producing zone in Chile. The city is the most important in the central valley and is one of the largest manufacturing centres in the country. Here is the biggest match factory in Chile. There are seven shoe factories, the largest of which produces 1,500 pairs a day. There are also two biscuit factories, two tobacco and cigarette factories, two paper mills, five flour mills with a total yearly capacity of 500,000 quintals, a tannery, several distilleries, three foundries and the two principal bed and tube factories of Chile.

The city has a fine Stadium with running and cycling tracks, football grounds and an open-air swimming bath. There is also a first-class 9-hole golf course.

Excursions:—The Maule lake and river, within easy reach of Talca by a first-class road covering some of the finest mountain scenery in Chile, are being stocked with salmon and rainbow trout. There are various important medicinal springs within easy reach of Talca; the best known is Panimávida, 35 miles by road.

Hotels:—Palace (70 beds); Talca (60 beds); España (30 beds); Morel (30 beds); Gran Hotel, Plaza.

Talcahuano, the port of Concepción (9 miles), is connected with that city by tram and road. It is on Concepción Bay and is the best harbour in Chile. A leading grain and export centre and a naval station, its dry docks accommodate vessels of 30,000 tons. A steelworks known as the Planta de Huachipito is being built on San Vicente Bay. The population is 41,536. It is about eleven hours (363 miles) by rail from Santiago, and 240 miles by steamer from Valparaiso. Steamers call both upon their northward and southward journeys.

Landing:—By shore boat.

Hotels:—Francés (70 beds); Colón.

Cables:—West Coast of America Telegraph Co., Ltd. (British), Calle Bulnes, 118.

Trams:—Electric trams hourly to Concepción.

Taltal, a port in the province of Antofagasta, 110 miles south of that city, has a population of 5,000, and is a nitrate centre. Railways join the oficinas with the port and the Taltal Railway joins also at the Northern Longitudinal system. There is a motor road to Antofagasta.

Hotels:—Plaza (35 beds); Prat (12 beds). Several boarding-houses.

Temuco, capital of the rich agricultural province of Cautín, is 430 miles south of Santiago or 108 miles north-east of Valdivia. This Cathedral city of 84,696 inhabitants has been considerably improved in recent years and is now one of the most active centres in the south. Wheat, barley, oats, timber and apples are the principal

products of the district. Native Indians make this their market town. It is the headquarters of the South American Missionary Society and of the American Baptists, whose public schools are filled from all parts of Chile.

There is a grand view of Temuco from Cierro Nielol, where there is a golf course, tennis courts, and a bathing pool.

Excursions:—To **Puerto Saavedra**, a pleasant seaside resort, on the bank of the navigable River Imperial. A railway runs as far as Carahue, through picturesque scenery. Continue either by car (2 hours) or by river boat (4 hours or 2 hours on Sunday).

From Puerto Saavedra there are interesting excursions to Nehuentue, on the other side of the river, or to lakes **Budi** and **Trovolhue**, both well worth seeing, but access is difficult. Trovolhue is reached by specially chartered launch, taking 4 hours to ascend Moncul River. Lake Budi is reached by a 3 kilometre journey on foot or horseback as far as Boca Budi, and the lake is crossed by motor-boat chartered in advance to **Puerto Dominguez** (2 hours), a picturesque little place famous for its good fishing. Puerto Dominguez can also be reached on horseback from Carahue (40 kilometres).

For details of these excursions visit the State Railways Information Bureau at 535, Avenida Arturo Prat, Temuco, or the office of the Asociación de Turismo de Cautin (opposite). Tours are arranged to lakes, sea beaches, Indian settlements, or to salmon and trout streams.

To **Lake Villarrica**:—The lake is one of the most beautiful in the region, with Villarrica Volcano for a background. Beautifully situated on the extreme west bank is the town of **Villarrica**, (Hotels: Central; Gran; Yachting Club). A terminus of a branch line which joins the main line at Loncoche, 80 kilometres south of Temuco. The very attractive small town of **Pucon**, which is on the south-eastern shore of the lake, can be reached by omnibus, or perhaps on horseback by fair road, or by water. Pucon is beautiful, has a good climate, excellent fishing, and first-class accommodation in the State Railway *Hotel Pucon*. Excursions from Pucon should be made to Rinconada, on horseback to the volcano for the grand view, to Lakes Colico and Caburgua, and the thermal baths of Minetue and Palguin. A small steamer, the "Dona Rosa," plies on the lake.

There is a road from Pucon to the Argentine village of **Junin de los Andes**. The first 60 kiloms. can be done by car, past the volcanoes of Villarrica, Lanin (particularly good) and Quetropillan. Afterwards it is necessary to ride horseback for 10 kiloms. as far as Lake Quillehue, 1,200 metres above sea-level. Cross by boat (if there is one available), ride (difficult) or walk round the lake. From the opposite shore to the border is 7 kiloms. by good road. Beyond the border is Lake Tromen, much visited by Argentine tourists from hamlets such as Junin de los Andes, but not very interesting. Some day there will be a Trans-Andine road from Junin to Villarrica. It could be used all the year round, and the scenery is magnificent.

Hotels:—Central (110 beds); Continental (60 beds); Fourcade; Turismo; de la Frontera.

Rail:—Twice daily to Talcahuano; three times a week to Pto. Montt in winter, daily in summer. To Valdivia, once a day in winter, twice a day in the summer. To Carahue.

Tocopilla, in Antofagasta province, population, 20,000, is chiefly concerned with shipping nitrate, sulphate, iodine, and copper ore. Good roads connect the town with Antofagasta (119 miles), Iquique, (212 miles), and Chuquicamata (93 miles). There is a sporting 18-hole golf course.

Hotels:—Chile; Español; Gran Hotel America.

Rail:—Passenger train to Marfa Elena every two days, connecting with the Longitudinal Railway in Chacance Station, for Antofagasta, Bolivia, Valparaiso, Santiago and Iquique.

Shipping:—Calls by P.S.N.C. and by coasting steamers.

Cables:—All America Cables & Radio, Inc., Calle Serrano 1180.

Valdivia, with a population of 49,481, and founded by Pedro de Valdivia in 1552, stands where the rivers Calle Calle and Cruces join to make the River Valdivia, 11 miles from the port of Corral and the sea. It is the capital of the Province of Valdivia and the busiest city in southern Chile. Valdivia is 440 miles from Valparaiso by sea and 510 miles from Santiago (about 21 hours by train).

The town is set in a richly agricultural terrain enjoying a humid climate, and is the clearing house for the exports and imports of the region. Facing the city is Teja Island, 5 kiloms. long by 2 wide. It contains the industrial area—the large shoe factories, sugar refineries, shipyards, flour mills and breweries, which make Valdivia the fourth most important industrial centre in Chile.

Shipping:—The city is accessible to craft of 2,000 tons, and is served by river steamers. Chilean vessels sail frequently for Valparaiso. The P.S.N.C.'s intermediate motor-boats call at Corral, and discharge into lighters for Valdivia.

Excursions:—The district has much natural beauty, with a lovely countryside of woods, beaches, lakes and river. The various rivers are navigable and there are pleasant journeys to Futa, to Putalla, and to San Antonio, behind the Isla de la Teja y del Rey, through the historic Tornagaleones. Among the waterways are countless little islands, cool and green. River steamers which make the run to Corral in about 2 hours call at the seaside resorts of Niebla and Amargo. A road, 25 kiloms. long, runs from Valdivia to La Union, and thence to Puerto Nuevo (40 kiloms. hotel), on beautiful Lake Ranco, dotted with islands. From Llifen, a picturesque watering place on its shores, visits can be paid to lakes Maihue and Verde.

Hotels:—Gran Hotel Schuster, Calle Maipu, 60 beds; Palace Hotel, Plaza de la Republica, 40 beds; Hotel Plaza, 42 beds; Hotel Schild, 23 beds; De France Independencia 628, 22 beds; Tourist, Calle O'Higgins.

Rail:—Daily to Santiago, connection *via* Antilhue to Puerto Montt thrice a week.

Cables:—West Coast of America Telegraph Co. Agent: H. Allen, Calle Arauco 393.

Villarica, 60 miles from Temuco and 650 feet above sea-level, is reached by motor, or by a branch line from Loncoche, on the mainline. It is visited for its fly fishing, the beauties of its lake (21 miles long), and snow-capped volcano. A steamer and motor launches ply upon the lake and the fishing is without equal.

Hotels:—Central; Gran Hotel Union.

Vicuña, 50 miles west of Coquimbo on the railway to Rivadavia, 2,000 ft. above sea-level, with mines, vineyards and orchards in the area, has a population of 10,027. It is the centre of a district producing pisco and dried fruit, particularly *descarozados*. The town is picturesque and within easy reach of the thermal springs of El Toro and Pangué. Trains run to Coquimbo four times a week.

Zapallar, on the coast and five hours by train from Valparaiso or Santiago, can be reached also by motor-car (two hours from Valparaiso), over good roads through impressive scenery. The bathing is excellent, both here and at Papudo. The resort is fashionable.

Hotels:—Gran Hotel (Tel. Zapallar), 200 beds; Papudo Hotel (Tel. Catapilco 5), 180 beds; Palace; Savoy (49 rooms).

EXCURSION FROM VALPARAISO.

The **Juan Fernandez Islands** are some 400 miles west of Valparaiso.

Fernandez discovered the group of three islands in 1574. One of them was the home of Alexander Selkirk, 1704-09, whose cave upon the beach of Más a Tierra island is shown to visitors. Defoe based his romance upon his adventures. The main island has 300 inhabitants, living in log huts, and gaining their living by lobster fishing. It has a church, schools, post office, and wireless station. The little town of San Juan Bautista furnishes lobsters to the mainland. The climate is mild, the vegetation rich, and there is an abundance of wild goats.

The anvil-shaped peak, El Yunque, forms a landmark, and upon

this mount Selkirk lit his signal fires. A tablet was set in the rock at Selkirk's look-out by British naval officers in 1858. It commemorates Selkirk's solitary stay on the island for 4 years and 4 months. The climb to this point is rewarded by a memorable view.

Santa Clara, an islet, is near the main island. The third of the group, Más Afuera, about 90 miles seaward, has peaks 5,000 feet high. Más Afuera has been used at times as a penal colony for political prisoners deported from the mainland.

PHYSICAL FEATURES.

Chile has been the recognized name of the country throughout known history. Situated between the Andes and the Pacific, Chile has an area of 285,100 square miles, and is bounded north by Peru, east by Bolivia and Argentina, and south and west by the Pacific. The coast line is 2,800 miles and the average width of the country about 110 miles.

Chile occupies a long thin strip of territory extending from the tropics to the far south, on the Pacific coast of South America, the side furthest removed from Europe. It is shut off from Argentina, Brazil and the Atlantic by a tremendous wall of rock, ice and snow, the Andes, one of the greatest mountain systems of the world. There are 19 peaks over 20,000 ft. high. This volcanic system culminates in the mighty Aconcagua, 23,380 ft., and actually in Argentina.

Running parallel with the Andes, from Arica to the island of Chiloé, is the Coast Range, or Cordillera de la Costa. Transverse ranges impede transport north of Santiago, but south of the capital, for 550 miles, stretches a great longitudinal valley to Puerto Montt.

Owing to the geographical peculiarities of the country, Chile has every variety of soil and climate.

The North, from Arica to Copiapó, is a sandy desert, utterly rainless, a land of merciless sunshine and forbidding mountains devoid of vegetation. Living conditions in the mining towns and ports are artificial. Most of the necessities of existence must be imported from the South or from abroad. To-day many settlements have been abandoned. The towns bear an air of tragedy and decay. But a determined struggle is in progress and the work goes on. The desert conceals vast mineral wealth and promises better days.

Travelling southwards the next district reached may be described as semi-desert. From Copiapó to Illapel there is a limited rainfall in the winter months. With the help of irrigation some agriculture is possible. The soil is fertile, especially in the valleys. Farming and mining are carried on side by side, but great tracts of land are devoid of vegetation during most of the year.

The central zone, the heart of Chile, comes next and includes the nation's only cities and towns of considerable population, Santiago, Valparaiso and Concepción. Here there is abundant rainfall (snow on the mountains) in winter, but the summers are perfectly dry. The valleys are very fertile and intensely cultivated. Irrigation is used to a maximum extent. Great farms and vineyards cover the country and here is found the best of Chilean life and character. The scenery is magnificent and rich in colour. The cities, notably

Santiago, the capital, are modern and imposing. Factories have sprung up in many places.

The fourth zone from Concepción to Puerto Montt makes another contrast—green fields, rivers, lakes and forests. The traveller from Europe feels at home here. Farming is prosperous—livestock, wheat, barley, oats, flax, maize, honey, and this is the timber land. Game abounds and the trout fishing is perhaps the best in the world.

Further South is the fifth and last zone, a sparsely populated stretch of wild forests and mountains, glaciers, fjords and islands. Rainfall is superabundant and the climate is cold and stormy. The scenery is often reminiscent of Scotland and Norway. Much of the territory is virgin forest and still uncharted, but there are extensive sheep farms near Aysen and Punta Arenas. At the extreme tip of South America is the almost antarctic island of Tierra del Fuego. This also is a land of sheep and farming.

The coast has a remarkably large number of **islands** and islets. Three separate groups are known as the Chiloé, Guaytecas, and Chonos archipelagos. The Diego Ramirez group is 63 miles west of Cape Horn. The greater part of Tierra del Fuego belongs to Chile.

The principal **rivers** have their sources in the Andes, flow west to the Pacific, and have only short navigable channels. The rivers of the desert region, of which the longest is the Loa (275 miles), are lost in the sand before reaching the coast. The agricultural provinces are well watered by the Bío-Bío (237 miles), Maipo, Itata, Aconcagua, Mapocho and other streams. The southern areas of Chiloé and Magallanes have the Pudeto, Palena, Yelcho, and others. The waterfalls and rivers give unlimited hydraulic power, which is now being actively developed at several points.

Most of the **lakes** are in the south. The largest is Lake Llanquihue (200 square miles), and most of them drain westwards towards the Pacific through short and partially navigable rivers. In the far south occur the big fresh-water Laguna Blanca and the salt lakes, Otway Water and Skyring Water.

The **snowline** diminishes in height southwards. At Antofagasta it begins at 16,500 ft. ; at Aconcagua at 14,000 ; at Curicó at 11,000 ; at Bío-Bío at 6,500 ; at Llanquihué at 5,000 ; and in Magellan Territory at 3,300 ft.

Slight **earthquakes** occur frequently. Instruments record an average of two a day, with an average of two destructive shocks per annum.

Climate:—The Humbolt Current sweeping all along the coast, combined with the prevailing winds, is responsible for the small difference in mean temperature between north and south. Everywhere the nights are cool to cold, and so are the days south of Valdivia. In the northern pampas alone are the days hot.

The **seasons** are:—Spring—September 21 to December 21. Summer—December 21 to March 21. Autumn—March 21 to June 21. Winter—June 21 to September 21.

POPULATION.

The Census of 1940 gave the population as 5,023,539, estimated 5,722,000 in August, 1949. The mass of the people are mestizos of

mixed Spanish and Indian race. In the middle class foreign blood predominates. The upper class is of Spanish descent, with infusions of British, Irish, and other European races. The number of British residents is about 5,300.

The existing divisions and population are :—

PROVINCES.

Aconcagua ..	113,007	Linares ..	136,996
Antofagasta ..	178,184	Llanquihue ..	117,120
Arauco ..	69,585	Magallanes ..	50,480
Atacama ..	82,839	Malleco ..	156,343
Aysen ..	17,608	Maule ..	62,098
Bio Bio ..	127,035	Nuble ..	223,210
Cautin ..	322,576	O'Higgins ..	210,855
Chiloe ..	89,705	Santiago ..	1,799,035
Colchagua ..	138,997	Talca ..	163,470
Concepcion ..	359,448	Tarapaca ..	105,024
Coquimbo ..	225,677	Valdivia ..	211,950
Curico ..	85,436	Valparaiso ..	516,563
Osorno ..	110,620		

Total as at 31/12/48 — 5,675,861

GOVERNMENT.

PRESIDENT—Don Gabriel González Videla.

MINISTRY.

Interior ..	Pedro Enrique Alfonso
Foreign Affairs ..	Horacio Walker
Finance ..	Carlos Vial Espantoso
Economy and Commerce ..	Julio Ruiz
Education ..	Bernardo Leighton
Labour ..	Ramón Plaza Monreal
Lands ..	Ignacio Palma Vicuña
National Defence ..	Gen. Guillermo Barrios Tirado
Justice ..	Ruperto Puga Fisher
Health ..	Jorge Mardónez Restat
Agriculture ..	Fernando Moller
Public Works ..	

Constitution:—The Chilean Constitution, as drawn up in 1833, was a compromise between the British and American models. After the Civil War of 1891 changes were instituted on the lines of the British Parliament. In 1923 and 1925 further changes were made. Women were given the right to vote in 1949.

Executive authority rests in the President, who is elected for six years by direct vote at the polls. Civil and military appointments and the conduct of foreign relations are in the hands of the President, and Cabinet Ministers hold office at his will.

The Chamber of Deputies initiates all legislation, and the function of the Senate is revisionary. Plebiscites of the people are to be taken only when there is a clash between Congress and the President upon questions of Constitutional reforms.

Education is formally recognized as one of the most important cares of the State, and the liberty of the Press and inviolability of the home are provided for. Church and State are separate, though the Catholic Church owns general allegiance.

NATURAL RESOURCES.

The chief **agricultural** zone extends from a little north of Valparaiso to Valdivia in the south. Agriculture is the principal industry, and the country is self-supporting in respect of legumes, but large quantities of sugar and beef are still imported. This productive land actually imports more food than it exports. Production is still carried on largely by primitive methods, extensive rather than intensive. There are probably 95 million acres of arable land, of which about 3,192,000 acres only are sown. About 509,000 hectares of grass land are under alfalfa and clover, and some 90,000 hectares are planted with fruit trees.

The following table shows the area under wheat, barley and oats for five successive years, and the harvest in metric quintals :—

Year.	Wheat.		Barley.		Oats.	
	Hectares.	Metric Quintals.	Hectares.	Metric Quintals.	Hectares.	Metric Quintals.
1945-46..	729,739	9,510,450	44,577	778,857	80,128	840,936
1946-47..	757,885	9,025,621	59,336	988,777	83,850	673,653
1947-48..	818,667	10,712,162	66,890	1,110,610	92,612	722,280
1948-49..	867,232	11,134,841	66,150	937,845	99,820	852,346
1949-50..	834,552	904,806	55,465	101,033	98,963	57,266

The internal consumption of wheat is roughly 6,794,000 metric quintals per annum, with about another million for sowing.

In addition, some 5,710 hectares are sown to rye, yielding 55,859 m. quintals; 400 hectares to canary seed; 46,517 hectares to maize; and 4,146 hectares to hemp, yielding a fibre crop, 1948, of 5,881 m. tons. The flax fibre crop, 1948, was 703 m. tons. Rice is sown on 28,208 hectares. The crop in 1947-48 was 996,314 m. quintals.

Exports, 1948 (in m. tons) : oats, 11,900; barley, 51,600; malt, 20,900; hemp fibre, 1,514.

Oilseeds : Sunflower, sown on 25,852 hectares, yielded 43,476 m. tons in 1948-1949. Production of flaxseed is about 4,282 m. tons; of hemp seed, 5,726 m. tons. About 16,088 m. tons of edible vegetable oil was produced in 1948.

Fruit farming has been developed mostly in the region extending about 200 miles north and south of Valparaiso, and near Valdivia in the south. Fresh, dried, canned and preserved fruits are exported. Peaches (25,000 metric tons), pears, plums (4,200 metric tons), apricots, melons and water melons of delicate flavour are the typical produce of the central region. "Honey Dew" melons were introduced a few years ago. They are now exported in considerable quantities to the U.S.A., where they find a ready market, for they arrive during the northern winter. Apples (13,000 metric tons) form the most important crop in the south, where also soft fruits—strawberries, raspberries, loganberries and currants—flourish. Tropical fruits like the chirimoya and alligator pear are grown on a certain scale in the northern part. Chilean walnuts are favoured abroad. About 3,000 tons a year are produced, mostly in Aconcagua.

Almonds (200,000 kg.), olives, cherries (550 metric tons), oranges (2,550 metric tons), lemons (11,000 metric tons), and damsons (373 metric tons), are all cultivated.

Dried fruits of excellent quality are prepared in the Coquimbo and Santiago districts. Chilean production of dried and stoned peaches, raisins, prunes, apricots, pears and apples, cherries, and figs is some 4,000 m. tons. About half is exported.

EXPORT OF FRUIT.

	1945.	1946. (In metric tons).	1947.	1948.
Fresh peaches ..	3	1	682	435
Apples ..	2,595	5,912	5,159	2,336
Melons ..	851	2,396	2,863	1,858
Dried peaches ..	464	159	205	181
Walnuts ..	1,675	1,810	1,515	1,515
Pears ..	144	229	414	171
Canned fruit ..	475	255	47	185
Prunes, dried ..	933	1,888	652	3,122

Grapes are grown in large part for the wine industry, which is of increasing importance. The grapes are reputed the best in South America. There are 104,028 hectares of vineyards, which yield on the average 555,000 metric tons of grapes. Export of table grapes : 1947—2,552 m. tons ; 1948—2,520 m. tons.

Particular attention has been directed by the Government to the development of the rapidly growing wine industry. A ministerial decree has made provision for a series of fiscal warehouses in the chief wine-growing districts. Large terminal wine depots have been established at Valparaíso, San Antonio, Constitución, and Talcahuano. About 86,535 hectares owned by 35,000 people, are devoted to the wine grape. The best wines come from the provinces of Santiago and Aconcagua, where types similar to the French and Rhine wines are produced, while in the north, especially in the Huasco district, a sweet wine, not unlike sherry, is produced. Production of wine and "Chichas," 1947—261,494.249 litres. Exports : 1948—6,223,000 litres, value 6,776,000 pesos.

Vegetables:—Lentil cultivation is profitable and markets have been established in the United States and in Europe, where the large size, good flavour and tenderness of the cooked article have earned special favour. Beans are exported on a large scale to the United States and many varieties are grown. The onions are large like the Spanish variety. The areas (in hectares), devoted to vegetable cultivation, are as follows for 1948-49 : kidney beans, 79,061 ; green peas, 22,106 ; lentils, 19,764 ; chick peas, 9,926 ; onions, 2,160. Exports, in metric tons :—

	1946.	1947.	1948.
Beans	32,829	33,558	36,086
Peas	3,565	13,900	13,905
Chick Peas ..	2,596	1,095	1,587
Lentils	13,444	8,647	23,905
Onions	5,075	11,500	11,481
Garlic	4,690	4,906	4,906
Canned vegetables	145	24	107

Cane **sugar** is planted experimentally at Coquimbo, and sugar beet in the Valdivia and Chiloé regions. Sugar is imported largely

from Peru.

Cotton is now produced in the Lluta Valley, inland from Arica. Production is about 460 bales of 480 lb.

The **Potato** crop is grown on 52,481 hectares, and the harvest in 1948-49 was 532,490 m. tons.

Tobacco is grown chiefly in the Aconcagua valley and the central region. The area under cultivation is 2,470 hectares. Production in 1948-49 was 17,211,000 lb., or almost enough for local needs.

The export of **honey** in 1947 amounted to 752 m. tons, and of beeswax to 197 m. tons. 1948 : honey, 863 metric tons ; beeswax, 170 m. tons.

Eggs are exported in small quantities.

Chile has a considerable foreign trade in **quillay**, or soap bark. Germany received annually about half of the quillay sold abroad. Great Britain, France, and Spain also are important markets. Quillay alone constitutes approximately 93 per cent. of Chile's total foreign trade in crude drugs and botanicals. Exports are from 600 to 800 metric tons.

Chilean **livestock** in 1944 included 2,305,713 cattle, some 5,750,000 sheep, and 810,000 goats. In 1930 there were 327,553 pigs, and 411,461 horses. Forty per cent. of the sheep are farmed in the Magellan territory, the source of large exports of mutton, wool, and sheep-skins. Cattle are killed (about 510,000) for home consumption.

Irrigation:—Estate owners have carried out private works to irrigate about 3 million acres, and the area is being increased to 4 million acres by works in which the Government is sharing the cost with landowners. An important scheme, known as the Laja Canal, has been completed in Bio-Bio Province, and a large reservoir near Ovalle irrigates some 40,000 hectares.

Colonization:—Germans, Russians, Poles, Spaniards and Jews have been settled in the country of recent years, and a limited number of immigrants has been admitted since the war.

Fisheries:—Fish of excellent quality and over 200 varieties abound within 30 miles of the long sea coast, giving an opportunity for a much enlarged fishing industry. The species include haddock, soles, conger, and fish unknown to northern waters, as well as anchovies, oysters, and lobsters. Most of the excellent oysters come from the Bay of Ancud and the Gulf of Quetalmahue. Production of canned fish is large.

The total catch of edible fish and shellfish is 61,000 metric tons. Some fish is exported. There are 23 fish canneries. About 12,000 persons are employed by the industry. Seals and otters are taken in Magellan Territory to a total of 1—2,000 head per annum.

The Chilean whaling industry is at present being carried on from the base at Corral, in the south of Chile, and less actively at Talcahuano, at Quintay, south of Valparaiso, and at Magallanes. In 1946, 585 whales were caught. Production was 860 metric tons of baleen and 2,125 metric tons of sperm whale oil. The whole was consumed locally.

FOREST PRODUCE.

Timber :—The southern zone is forest-covered from latitudes 37° to 44°, within an area of 16 million hectares, equivalent to 22 per cent., of the whole country. Over half of this is State property. Timber is grown outside these limits, but not in such quality or quantity.

Some of the principal trees found in Chile are Eucalyptus, Alerce (larch), Araucanian Pine, Cypress, AlgarroBILLA (*prosopis dulcis*), Lignum Vitae, Caper-bush, Quillay, Thornbush, Boldo, Canelo (*drymis winteri*), Poplar, Rauli (Chilean mahogany) and oak.

There are 600 saw mills. Lumber production is around 196 million board feet a year. The bulk of the work is based on the Roble, Rauli, Laurel, Coigue, and Pino.

In 1948, exports were: Rauli, 759,000 inches; timber of various classes, 2,046,000 inches.

Export value of timber, 1948—17,268,000 pesos; 1947—18,090,000 pesos.

MINERAL WEALTH.

The chief mining country in South America, Chile produces some two-thirds by value of the whole continental output of minerals and metals. Minerals are about 80 per cent. of the total exports.

The **nitrate** of sodium deposits are still the most prolific source of mineral wealth. The deposits, however, no longer command a monopoly of the market, for fixed nitrogen synthetic processes of manufacture carried on in Europe and the United States supply a large part of the demand. In 1913 Chile supplied 90 per cent of the total volume of nitrogenous fertilizers to the whole world, but this proportion has now shrunk to 9 per cent. Twenty nitrate plants are operating.

Nitrate is chiefly found in the desert tracts of Tarapacá and Antofagasta, ceded to Chile after her victory over Peru and Bolivia in 1883. It is to the almost rainless character of these lands that the existence of the great beds of caliche is due. The nitrate zone has a coast line of about 450 miles.

The Tarapacá nitrate field, the first to be exploited, is served by the port of Iquique. The Tocopilla deposits are near the port of that name. The Aguas Blancas field lies south-east of Antofagasta, and there are large workings between Antofagasta and Mejillones, and others at Taltal.

During the past decade great changes have taken place in all phases of the nitrate industry. Formerly Chilean nitrate was produced in about 100 "oficinas," turning out from 12,000 to 120,000 tons per annum. Ore treated could not contain less than 15 per cent. nitrate for profitable work, and recoveries were from 55 per cent. to 75 per cent. The ore was quarried by hand and only the best hand selected pieces were sent to the recovery plant.

During late years two new oficinas have been built—"Maria Elena," 75 kms. from the port of Tocopilla, and "Pedro de Valdivia," about 30 kms. south of "Maria Elena" and 100 kms. from Tocopilla. These have an annual production capacity of 600,000 tons and 750,000 tons respectively, and they operate on entirely new

principles. Ore of from 7 per cent. to 8 per cent. nitrate content is treated profitably, and recoveries are approximately 85 per cent. Mining is entirely by mechanical shovel. Both the oficinas use the Guggenheim process, in which the ore is crushed fine and leached with tepid solutions which are then artificially cooled to recover the nitrate. The new process produces its nitrate in a granulated small pellet form, readily adapted for use in the farmers' drilling machines.

Apart from these two "oficinas" all nitrate is still produced in the old way, using the Shanks process of treatment. Nowadays most of the nitrate produced is shipped in bulk instead of, as formerly, in bags. It is discharged from the railway into lighters alongside the wharf and thence to vessels in the bay.

Since the reorganization of the industry in 1934 the "Nitrate and Iodine Sales Corporation" has a monopoly of all nitrate sales. The Corporation pays to the Government 25 per cent. of its profits as the State's share in the scheme. Producers receive their shares of the remaining 75 per cent. in proportion to production. The industry is faced with quota arrangements established by various consuming countries to foster their own synthetic nitrogen industries.

The consumption of nitrate in Chile is about 18,000 tons a year. Production, 1948—1,787,740 m. tons. Exports: 1947—1,666,400 m. tons, value 168,490,000 pesos; 1948—1,697,200 m. tons, value 259,874,000 pesos.

About 69 per cent. of the world's **iodine** is produced in Chile. This element is a by-product of the nitrate trade, and its recovery from the caliche is governed by market considerations. Production, 1948—853 m. tons. Exports, 1947—1,179 m. tons, value 13,922,000 pesos; 1948—638 m. tons, value 7,488,000 pesos.

Copper has been worked in the mountains of northern Chile for over three centuries and with the introduction of large-scale methods has become the second mineral industry of the country, even as Chile has become the second copper-mining country of the world. Here, as in Peru and Bolivia, small proportions of gold and silver are found in association with the ore. The mineral is shipped in the raw state, as concentrates, bars and ingots, and from two works in the refined electrolytic form. Copper is an important export from such nitrate ports as Antofagasta, Tocopilla and San Antonio, and accounts for 60 per cent. of the total value of Chilean exports.

The three American-owned companies, the Andes Copper Company, the Chile Exploration Company, and the Braden Copper Company, share 90 per cent. of the output. The first two belong to the Anaconda group and the third to the Guggenheim interests. Production of bar copper in 1946—358,603 m. tons; 1947—408,400 m. tons; 1948—424,881 m. tons.

Export of copper bars: 1947—387,300 m. tons, value 841,559,000 pesos; 1948—414,600 m. tons, value 953,230,000 pesos. Copper ores, concentrates, etc., 1947—18,270 fine tons; 1948—20,068 fine tons.

Iron:—The main iron deposits occur just north of Coquimbo, and of these the chief is at Tofo. It is rented to the Bethlehem Steel Co., U.S.A., on a royalty basis and considerable shipments are made each year to the U.S.A. The ore is very pure and free from

sulphur and phosphorous ; 60 per cent. is given as the average content. There are also magnetite deposits at Potrero de Punucapa near Corral which give iron content varying between 48 per cent. and 19 per cent. These, however, are at a distance from any means of communication and were, up to recently, being worked on an open cut and with very primitive methods. Production, 1948—2,710,941 m. tons. Exports of iron ore ; 1947—1,747,000 m. tons ; 1948—2,625,100 m. tons.

Steel Plant:—The Bethlehem Chile Iron Mines Company—a subsidiary of the Bethlehem Steel Corporation—has contracted to supply iron-ore at cost over the next twenty years to the Cia. de Acero del Pacifico, which operates the new Chilean national steel plant at Huachipato, near Concepción. The present iron mine at El Tofo is expected to be worked out by 1959.

The terms of the new contract allow the Bethlehem Chile Iron Mines Company to open up a new mine at El Romeral ; the Company will also construct a railway and provide port facilities at Guayacan, on the coast very near Coquimbo. It is hoped that production of ore at the new mine will commence in 1952 and will amount annually to 1,000,000 tons, of which the Chilean steel plant will absorb a minimum of 350,000 tons.

Chile is one of the few South American sources of **Coal**, and the supplies of 2 million tons per annum are obtained predominantly from the surroundings of Concepción and notably from Lota, Coronel, Lebu, Penco, Curanilahue, Collico, and Talcahuano, where the mines have the advantage of sea and railway transport. The principal, or Cousiño, mines near Lota are highly equipped and have a daily output of 2,000 tons. There are workings also near Valdivia and at Loreto, Magellan Territory. Total output was 1,849,707 m. tons in 1947, and 2,015,113 m. tons in 1948.

Chilean coal is soft, but of good quality, and has a high content of volatile gases ; it is thought that sooner or later it will be turned to good account by a low temperature distillation process.

Silver is mined at Serena and Taltal, but production has steadily decreased, and one of the most important silver producing countries during the past century finds its silver industry dwindling to practically nothing. The greater part is now derived from other minerals in the process of refining. Production was 27,516 kilos in 1948.

The depreciation in the value of the currency has given a great impetus to the **gold** mining and washing industry, which had previously been gradually declining. Gold production fell from 5,252,000 grammes of fine gold in 1947 (2,683,000 from mines and placers, 1,976 from concentrates and precipitates, and 593 from copper bars), to 5,109,000 in 1948 (3,337,000 from mines and placers, 1,049,000 from concentrates and precipitates, and 723,000 from copper bars).

Manganese is worked 50 miles from Coquimbo. Production was 20,498 m. tons in 1948. Export of ore was 26,600 m. tons in 1947, and 16,400 m. tons in 1948. The lead deposit at Lago Buenos Aires is yielding about 1,000 tons a month of 60 per cent. ore.

Molybdenum occurs near Valparaiso and at Vallenar, Santiago, and Coquimbo. The main deposits are at Campanani, near Arica.

Other minerals found in Chile include lead, aluminium, plumbago, manganese, bismuth, cobalt, saltpetre, potassic salts, mercury, lime, apatite, mica, zinc, kieselguhr, clay, and borax, of which there are known deposits of two million tons.

Sulphur of high grade is worked at Coquimbo, Atacama, Antofagasta, and Arica, and is exported to neighbouring Republics. The northern deposits are the more important, and seven of the principal properties in Tarapacá and Antofagasta provinces are credited with an aggregate reserve of $5\frac{1}{2}$ million tons. Sulphur refineries have been set up at Ollague and Arica. Refined sulphur production was 13,335 m. tons in 1948.

Deposits of **common salt** near Iquique are on a sufficient scale to supply the world, but export markets are lacking. The salt is carried by aerial ropeway to the coast at Playa Blanca, in Tarapaca Province. The output of natural sodium sulphate is about 47,300 m. tons a year.

INDUSTRIAL DEVELOPMENT.

The general index of manufacturing industries (1936-38—100) stood at 152.6 in June, 1948 and 157.7 in June, 1949.

The factory output in Chile has increased enormously during the past ten years. Progress is to a great extent due to the readily available supply of motive power for machinery, especially electric energy. No fewer than 3,000 factories use electricity in the region of which Santiago and Valparaiso are the chief centres.

Another important factor is the part played by the Corporación de Fomento de la Producción, a semi-fiscal development corporation which establishes new industries and helps small mines and factories to increase production. It is financed from taxation, and invests from 600 to 700 million pesos annually in productive enterprises.

The protective policy of the Government, although without direct advantage to the primary industries of mining and agriculture, has made secondary and other industries remunerative. The more important of them employ Chilean products as raw material, and enjoy in that way an advantage which is to some extent offset by high wages and low output. An important part of the wool clip is converted locally into woollen and worsted cloth at ten mills. There are 40 cotton mills (producing 23 million metres of cloth), 220 knitting mills, and about 46 silk and rayon mills. Chief products of the 372 textile factories are woollen cloth, jute sacks, grey, bleached and dyed cotton cloth, and rayon fabric. There is one viscose-cellulose factory; production in 1948—1,615 m. tons of filament yarns. Textile exports, 1947—6,423,000 pesos; 1948—3,842,000 pesos.

The tanneries supply the numerous boot factories, which turn out 5 million pairs of shoes a year. Furniture making and woodworking are important industries. About 46,000 metric tons of wood pulp and paper are produced from Chilean lumber by 13 mills. The cement output is nearly 700,000 tons annually. Explosives are manufactured on a large scale at Calama for the service of the mining

industry. The chemical industry now turns out raw materials as well as such finished goods as drugs, pharmaceutical products, cosmetics and toilet preparations.

Brewing for home and export is an important business. Sugar-refining, glass-making, soap, hat, and tobacco manufacturing are all considerable businesses. Railway trucks are now built on a large scale for the national railways. Iron and steel products, mineral waters, wines, and spirits are all produced locally, and the paper, cloth, wool, cardboard sheeting and box making industries are prospering. A factory has been erected at Santiago for the manufacture of all classes of sacks from national products, such as hemp and flax. At Valdivia there is a national iron smelting establishment. There are 579 flour mills grinding wheat. Ninety per cent of the pottery consumed in Chile is produced by the Fabrica Nacional de Loza. Production of tyres and tubes meets 90 per cent of the country's needs.

The manufacture of turpentine has been successfully started. Production is about 285,000 litres, with 738,000 litres of resin. In 1945 the production of industrial alcohol was 3,959,000 litres; of other alcohol, 3,139,500 litres.

There are 5,585 manufacturing establishments throughout the Republic, with a capital of 1,466,587,000 pesos, employing 296,200 people (204,856 men, and 91,344 women).

Electricity:—The electric services of the country are under the direct control of a State department which is dependent on the Ministry of the Interior. There are 198 companies in the country, distributed among 238 cities. The capital invested in the different branches of the service amounts to 1,915,000,000 pesos of 6d. Over 65 million k.w. hs. were produced in 1945.

Foreign Capital:—According to the *South American Journal*, £47,180,223 of British capital invested in Chile was quoted upon the London Stock Exchange in 1948. Average interest paid was 1.9 per cent. No interest was paid on £10,427,844. £21,404,683 is invested in Government Bonds, £16,325,129 in Railways, and £9,451,011 miscellaneous, mostly nitrate. About £27,000,000 of invested capital is not quoted on the London Exchange.

United States capital has been invested upon an especially large scale in Chile. The direct investment is \$413,983,000.

FOREIGN TRADE.

Year.		Exports.	Imports.
		Pesos.	Pesos.
1st 6 months	1949	826,400,000	693,200,000
" " "	1948	741,200,000	604,700,000
	1948	1,596,072,000	1,300,683,000
	1947	1,351,758,000	1,287,677,000
	1946	1,049,313,000	953,415,000

Peso=6d. The proceeds of the two main exports, copper and nitrate of soda, do not become available to pay for imports; the above figures do not therefore give a true picture of Chile's balance of trade.

The U.S.A. supplied 44 per cent of imports in 1947, and took 45 per cent. of the exports. The respective U.K. figures were 5.3 and 10.6.

NATIONAL DEBT.

At December 31, 1949 :—

External Debt	.. ..	£22,426,482 ; U.S. \$119,547,000 ; and 97,722,100 Swiss francs.
Internal	„ ..	2,573,218,116 pesos.

CURRENCY AND MEASURES.

The currency was re-established upon a gold basis on January 11, 1926, with the **peso** (=6d.) as the unit. The law providing for changes in the coinage of the country became effective in November, 1928. Currency in circulation consists of paper issued by the Banco Central in notes of the value of 1,000, 500, 100, 50, 10, and 5 pesos ; copper, 1 peso, 20 centavos. The abbreviation m/c (moneda corriente) usually follows the amount.

The gold peso of sixpence gold exists only for statistical and Customs purposes. To convert gold pesos to sterling for statistical purposes, the factor of 19.55 gold pesos to the £1 should be used. For Customs purposes, 1 gold peso equals 6.40 paper pesos.

For essential imports the exchange is 43 pesos to the U.S. \$; for non-essential imports, 60.15. The free market rate is about 95 pesos to the dollar.

The **metric** system is obligatory, all other measures being excluded by law. Local use is made of the Spanish quintal, which equals 46.09 kilos, or 101.443 lb.

THE PRESS.

SANTIAGO daily papers :—“ La Nacion,” “ El Mercurio,” “ El Diario Ilustrado,” “ Las Ultimas Noticias,” “ La Hora,” “ El Imparcial.” The “ Diario Oficial” is the official gazette.

VALPARAISO daily papers :—“ El Mercurio,” “ La Union,” “ La Estrella,” weekly : “ The South Pacific Mail (English language) ; monthly : “ Caminos y Turismo ” (official organ, Asociacion de Automovilistas).

POSTS AND TELEGRAPHS.

Inland letters within the Department, 30 centavos per 20 grammes ; outside the Department, 40 centavos per 20 grammes ; inland book post, 15 centavos per 50 grammes ; sample post, 40 centavos per 50 grammes. Chilean newspapers posted by their publishers—free.

Postage from Chile to other countries in S. America, Central and N. America, except Canada, Guayanas, and European West Indies, 40 centavos ; by air, additional postage ranging from 4.80 to 2.00 per 5 grammes, according to the country (Pan American Union). To rest of the world, 2.50 centavos, or by air \$12.50 extra for every 5 grammes ; *via* B.S.A.A., \$7.50 per 5 grammes.

Outward **mails** to Europe, etc., are dispatched : (i) *via* the Andes and Buenos Aires ; (ii) by Pacific Steam Navigation Company, *via* Panamá, at intervals ; and (iii) *via* United States. Correspondence for Punta Arenas from U.K., unless specially addressed, is dispatched *via* Buenos Aires.

Postage from U.K. to Chile, 3d. first ounce, 1½d. each ounce after. Air mail from the United Kingdom, see page 30.

The West Coast of America Telegraph Co., Ltd., has branches at all important ports and at Santiago. Communication is provided with all parts of the world ; also by All America Cables & Radio, Inc., from stations at Antofagasta, Arica, Iquique, Los Andes, Santiago, Tocopilla and Valparaiso, and by Transradio Chilena, with offices at Santiago and Valparaiso.

Ordinary **telegrams** (Spanish), 1.20 pesos per word ; urgent

telegrams (Spanish), at triple rates. Telegrams in code or foreign languages are charged double rates.

The telephones are in the hands of private companies, but the State runs the telegraphs. There are radio-telephone and radio-telegraph services to most parts of the world. A commercial radio service operates between Santiago and Punta Arenas.

There is a chain of **wireless** stations at Arica, Antofagasta, Coquimbo, Valparaíso, Talcahuano, Punta Arenas, and Juan Fernández. The numerous other subsidiary stations are in intermittent work. There are international radio stations at Quilicura and Cisterna, operated direct from the Transradio Company's Santiago office.

Broadcasting is carried on by numerous stations which accept advertising matter. The "Union de Recreo" station at Vina del Mar (C.B. 84) gives a British Hour on Wednesdays, 7-8 p.m.

Passport :—All applications for visas are submitted to Chile, and visas are granted only after authority has been received from Chile. Passengers are required to call in person at the Chilean Consulate for the visa to their passports. The passenger must produce : (a) three photographs ; (b) a written recommendation from a bank or a responsible firm ; (c) certificates of vaccination and of good health, that is, of freedom from chronic, contagious, or incurable disease, dated within the previous five years. Forms supplied by the Consulate have to be filled in triplicate. These call for the names and addresses of two persons in Chile known to the applicant.

Duty upon Baggage :—Ship captains are bound, under Chilean law, to require from passengers a written declaration specifying all articles included in their luggage which are not covered by the definition "baggage" (*equipaje*) of the Chilean Customs Tariff, and which are consequently not entitled as such to duty-free admission.

Immigration :—A limited number of immigrants has been accepted since the end of the war.

Seasons :—Winter in Europe is summer in Chile. The best time for a visit is between October and April when fine weather is almost assured.

Clothing :—Warm sunny days and cool nights are usual during most of the year except in the south, where the climate resembles that of Scotland. Travellers should bring clothing as worn at home in spring and summer, including an overcoat. No tropical kit is required, but palmbeach or tropical worsted suits are useful in January and February, especially if any time is spent in the parched desert towns of Antofagasta, Iquique and others in the north, or inland in the mining districts. Warmer clothing is necessary at sundown. The Northern desert zone is rainless, but sea fogs are frequent. Punta Arenas in the extreme south is scourged by bitter winds. This free customs zone is prosperous and worth a visit, but is more accessible from Argentina.

Local Dishes :—The common denominator of all menus in Peru and Chile is *cazuela de ave*—a luscious concoction en casserole

containing large pieces of chicken, whole potatoes, whole ears of corn, rice, onions, and green peppers. Other popular Chilean dishes are *pancho villa*, which is also a casserole dish composed of beans, corn, and poached eggs cooked in beef juice flavoured with garlic; *empanadas de horno*, which are turnovers with a filling made of raisins, stuffed olives, and meat and onions and peppers chopped up together; *papas rellenas*: mashed potato patties hollowed out and filled with chopped meat or cheese, and onions—dipped in beaten egg and fried.

Alligator pears are excellent in South America and play a leading role in recipes. They are usually served in salads—one general favourite is alligator pear stuffed with shrimp served with mayonnaise dressing, or simply sprinkled with lemon juice. Another delicious salad is *ensalada de bacalao*, made of flakes of cold boiled codfish topped with a layer of raw onions, topped in turn with slices of cold boiled potatoes with a dressing of vinegar and oil, ringed around with slices of alligator pear. A highly favoured version of banana is *platano en dulce*—bananas sprinkled with cracked meal, cinnamon and powdered sugar placed in a pan greased with melted butter and baked slowly in the oven.

Guidance for Commercial Travellers.

British commercial visitors to Chile must register in the first town called at if they intend to remain 10 days or more in the country. In the larger cities, registration is made at the "Oficina de Identificación." Travellers, however, should not do business direct but should arrange for orders to be placed through a local agent, as substantial fees have to be paid for licences when there is no local representation. Such licences are required for each separate department visited and are obtainable from the municipality of the principal towns. The scale of fees is as follows:—

In towns of more than 40,000 inhabitants,	\$3,000.
In towns of more than 20,000 but less than 40,000,	\$2,000.
In towns of more than 10,000 but less than 20,000,	\$700.
In towns of less than 10,000,	\$600.

These amounts apply to businesses classified by the authorities as first category. There are certain deductions for lower categories. The details are, however, unimportant, as the fees and formalities can be avoided by working through a representative in the country. The tax is payable half yearly, but travellers who remain six months or less pay one-half of the fees stated.

There are no special restrictions on travellers' samples, except that they must be declared truly on entry.

On leaving the country the traveller *must* present his passport for an extra visé.

Business Hours:—The hours of business are generally longer in Chile than in the United Kingdom, the average hours being 9 a.m. to 7 p.m. There is, however, a two hours' interval at luncheon time and most business houses and banks observe this from 12.30 p.m. to 2.30 p.m. In Government offices the interval is generally from noon to 2 p.m. For practical purposes it may be said, therefore, that business is suspended from noon until 2.30 p.m.

Living Conditions and Cost:—There is an adequate, if seasonal

supply of all the usual fruits and vegetables. Milk, in pasteurised, evaporated, or dried form, is obtainable. Chilean tinned food is dear. Food prices are nearly four times what they were in 1940. All imported goods and drinks are dear. Chilean grown food lacks calcium, but this can be corrected by taking calcium pills.

In 1947, the rent of a family house in Santiago averaged between 5,000 and 10,000 pesos a month. Furnished houses ranged from 10,000 to 15,000. Hotel charges in Santiago for a room and bath, per month per person, ranged from 4,500 to 7,000 pesos. Both rents and hotel charges are somewhat less in the smaller cities.

There is electricity in all the large towns and most parts of the country. Gas for water heating and cooking is available at Antofagasta, Santiago, Valparaíso, and Concepción. Water rates are about 50 a month in winter, and 260 in summer. The monthly rental for a telephone is 105 pesos. Wood and coal are used widely for heating and cooking, but coke is most used for heating. The coke bill comes to about 1,000 pesos a month.

Import duties on furniture are prohibitive. Ready-made furniture can be bought in Chile at a high price. The visitor should take what clothes he needs for a stay, for local clothing is very dear and often not of the best quality.

The average wages paid in Santiago to cooks run from 700 to 900 pesos a month, plus meals, room, uniforms, and a social security payment of 7 per cent. of the wage. The servant should contribute 2, and the employer 5 per cent., but in practice the employer pays it all. Maids get from 500 to 700 a month, plus security benefits. Gardeners, window cleaners and polishers are on a day basis. They get from 60 to 80 pesos a day, and generally meals as well. A Chilean servant cannot be discharged, except for serious delinquency, without 15 days' notice or payment in lieu. They get a fortnight's holiday with pay during the year. They are paid somewhat less in other cities.

The cost of living is still rising. Taking the index for March, 1928, as 100, the indices stood as follows in July, 1949: Food—1,015; rents—563; heating and light—811; clothing—1,463.

PUBLIC HOLIDAYS.

January 1	.. New Year.	June 29..	.. SS. Peter and Paul.
—	.. Good Friday.	August 15	.. The Assumption.
—	.. Easter Eve.	September 18, 19	.. Independence Days.
May 1	.. Labour Day.	October 12	.. Discovery of America.
May 21	.. Navy Day.	November 1	.. All Saints' Day.
—	.. Ascension Day.	December 8	.. Immaculate Conception.
—	.. Corpus Christi.	December 25	.. Christmas Day.

All Saturdays after 2 p.m. are legal holidays.

Internal Communications:—The roadways extend some 27,000 miles (16,467 of unimproved earth) and are especially good in the central valley from Santiago to Temuco, where they serve in conjunction with the Longitudinal Railway. The road and bridge system is being extended southwards from Arica *via* Santiago to Puerto Montt (2,000 miles), and in the nitrate zone, which is now quite well served. Road construction, in the official view, is of greater importance than railway extension and large sums are being spent on road making.

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* * *

A series of modern and comfortable hotels and a splendid railway service, make the stay of the tourist in this beautiful country pleasant and unforgettable.

* * *

Request details and information from the Tourist Offices or from the Tourist and Publicity section of the Chilean State Railways, Casilla 9092, Santiago de Chile.

FERROCARRILES DEL ESTADO - CHILE
CHILEAN STATE RAILWAYS

Railways:—The length of the Chilean railway system is 5,434 miles, of which 3,859 are owned by the State. The geographic formation of the country, great length combined with lack of breadth, has made possible the building of a longitudinal railway which, stretching from Atacama to Chiloé, crosses the nitrate zone, the central valley and the southern zone of the country. Minor lines take off from this main longitudinal line to serve mining, agricultural and cattle-raising districts.

Chile claims to have had the first railway in South America (1851), and she was the first country to electrify a section of her railways—from Santiago, the capital, to Valparaíso, the principal port.

The railways employ some 17,000 employees and labourers. They own modern and well-equipped workshops capable of handling all repairs and even of building a certain amount of rolling stock.

The State Railways have been giving special attention to tourist traffic, and they offer special reduced rates on trips to the South to the beautiful Lake District. It is possible to make sailing trips thence through the marvellous canals of the southern archipelago.

The State Railways are also adding motor transport to their service, to serve various regions. They now run a steamer service from Valparaíso to Aysen and Magallanes, a zone which offers ample ground for the development of tourist traffic.

At Arica, the Pacific port terminal of the Arica-La Paz International Railway, a Pacific port outlet is provided for the neighbouring Republic of Bolivia. Another international railway connects the northern part of Chile with Bolivia, and the Antofagasta-Salta Railway, completed early in 1948, provides a direct railway line between Antofagasta, Chile, and Buenos Aires, Argentina.

The Curacautin-Longquimay extension, which leaves the southern section of the State Railways at the town of Puca, has been completed to the town of Curacautin, 65 miles from the frontier. This branch will connect with an Argentine railway extending west from Bahía Blanca (Argentina), now almost completed, to the Chilean-Argentine frontier.

RAIL ROUTES IN CHILE.

Valparaíso—Santiago:—Trains start in Valparaíso from the Puerto Station and arrive in Santiago at the Mapocho Station. The journey is 3 hours by express trains. The line is electrified.

Santiago—Buenos Aires:—The journey across the continent from Santiago to Buenos Aires takes 44 hours; or in the contrary direction 36 hours. Details are given under "The Transandine Journey," see "Argentina."

Santiago—Talcahuano:—Trains leave daily, morning and night, in each direction, doing the journey in 14 hours. Leaving the Alameda Station in Santiago stops are made at the following junctions:—Rancagua, San Fernando, Curico, Molina, Talca, San Javier, Linares, Parral, San Carlos, Chillán, Bulnes, San Rosendo, and Concepción.

Santiago—Iquique:—A fairly comfortable train service with restaurant and sleeping cars connects Santiago, Valparaíso, and

Iquique. Departures on Friday from Iquique southbound and on Wednesdays from Valparaíso and Santiago northbound. The journey lasts three days. Early application for places on the trains should be made to the Compañía Transportes Unidos, Calle Agustinas 1139, Santiago, or Prat 719, Valparaíso.

Nitrate Railways: Iquique—Pisagua:—Trains run in both directions twice a month, doing the journey in about 8 hours.

Arica—La Paz:—The Ferro-carril de Arica a La Paz, a State Railway in two sections respectively owned by the Chilean and Bolivian Governments, connects the port of Arica with Bolivia, the frontier station being Charána; for details see page 191.

Antofagasta—Buenos Aires:—Trains leave Antofagasta on Fridays and run *via* Uyuni, La Quiaca and Tucumán, reaching Buenos Aires on Mondays (3 days). Sleeping and dining cars.

Kilms.

0	Antofagasta, dept.	8.00 (Chilean time)	..	..	..	Friday
239	Calama	14.25 (Chilean time)	..	..	..	Friday
442	Ollague	20.45 (Bolivian time)	..	..	..	Friday
617	Uyuni	4.50 (Bolivian time)	..	..	..	Saturday
707	Atocha	8.20 (Bolivian time)	..	..	..	Saturday
905	La Quiaca	20.50 (Argentine time)	..	..	..	Saturday
1188	Jujuy	6.30 (Argentine time)	..	..	..	Sunday
1544	Tucumán	15.40 (Argentine time)	..	..	..	Sunday
1847	Rosario del Oeste	12.30 (Argentine time)	..	..	..	Monday
2700	Buenos Aires Retiro	arr. 18.45 (Argentine time)	..	..	..	Monday

Opposite direction:—

	Buenos Aires, dept.	11.00 (Argentine time)	..	..	..	Wednesday
	Tucumán	11.05 (Argentine time)	..	..	..	Thursday
	La Quiaca	11.15 (Bolivian time)	..	..	..	Friday
	Atocha	20.45 (Bolivian time)	..	..	..	Friday
	Uyuni	5.45 (Bolivian time)	..	..	..	Saturday
	Calama	14.50 (Chilean time)	..	..	..	Saturday
	Antofagasta, arr.	20.00 (Chilean time)	..	..	..	Saturday

Fares, Antofagasta:—B.A., 1st class, £14 5s. 2d.; Bed in Sleeper, £2 16s. 11d.; making a total of £17 2s. 1d.

Excess Luggage:—£7 9s. 9d. per 100 kilos; 50 kilos are allowed free.

Antofagasta—La Paz:—For a descriptive account of the route see page 192. "Bolivia."

THE CHILEAN LAKES.

In the south of Chile, between parallel 39° and 42°, there extends from the Cordillera de los Andes one of the most picturesque lake regions on the earth. There are more than 12 great lakes of varying dimensions and multiple aspects, some enclosed in the Cordilleran slopes, others situated in the Central Valley southwards from Temuco to Puerto Montt. All differ in the colour of their water, some crystalline and others changing from a deep blue to an emerald green. The snow-covered Andes form a majestic background to a region of virgin forest and ever green vegetation, of imposing waterfalls and large rivers. Of the many visitors, quite a few are anglers, revelling in the abundance of fish, the equable climate, and the absence of troublesome insects.

There follows a suggested tour from Santiago to San Carlos de Bariloche and Buenos Aires, crossing Lakes Llanquihue, Todos los

Santos, and Nahuel Huapi. The five days' train, 'bus and boat combination from Santiago to Buenos Aires costs \$6,500. The route is open all the year round, but is at its very best from December to March.

During the season, from December to March, the "Flecha del Sur" run daily on the 600 mile journey from Santiago, by daylight; during the other months of the year, the service is twice weekly. Extra fares are payable on this train. By normal trains, travelling day and night, the journey takes about 20 hours. The trip can, however, be made at ordinary fares and entirely by daylight. The train leaves Santiago, 8.15 a.m. on one of three days in the week. It arrives the same day at Concepción, where the night is spent. Next day the route is continued *via* San Rosendo to Valdivia, where another night is spent. Osorno is reached in 4 hours next day. After another overnight stop Puerto Varas, on Lake Llanquihue, is reached in little over two hours.

Taking the more usual through 20-hour journey, the train leaves Santiago at 5.45 p.m., on the State Railway. The country becomes more attractive. There are rolling hills, and occasionally there is a glimpse of the sea to the right and snow peaks over to the left. Osorno is reached next afternoon and the night is spent there. Next morning, at 9 a.m., we leave in a small 'bus and travel for three hours over a worn, rough gravel road to Ensenada and lunch. The slightly uncomfortable ride is compensated by the scenery, very like that of the blue grass region of Kentucky. The rolling woodland meadows and pastures are delightful. Crops of maize, wheat, oats and potatoes are raised, but the farm implements are often crude. The road is filled with two-ox carts and horse-drawn waggons. We see loose cattle herded by cowboys on fine horses. Just before midday the 'bus crosses a ridge and down below is the first lake. The driver stops for five minutes so that passengers can enjoy the view. It is very beautiful. Green corn and yellow wheat fields slope down to the water's edge; a great green forest rises on the far side of the purple lake. Away to the left is a snow clad mountain. The whole scene is shot through with the most vivid colours. Past the tip of the lake and over another ridge is Ensenada.

Alternatively, the night can be spent at Puerto Varas instead of Osorno, making the journey next morning to Ensenada across Llanquihue by launch (or by road). Arrive 11.30 a.m. Luncheon is served at the hotel and immediately after the luncheon there is a 'bus ride of 45 minutes to Petrohue, 18 kilometres away. The ss. "Esmeralda," a small steamer, crosses Lake Todos Los Santos in two hours, arriving about 7 p.m. at Peulla, where the night is spent in a comfortable hotel. Motor launches are available at Peulla for excursions over the lake, and several day excursions can be arranged from this centre, e.g. to Cavatue and Río Blanco.

In the morning Peulla is left by 'bus for a run of 18 kilometres to Casa Pangue, where Chilean customs are cleared. Then the climb is begun over a low pass in the Andes, with snow peaks left and right. The road is fairly steep, winding and narrow, among big trees and heavy vegetation. The Argentine line is crossed on a height, but the customs are at the foot, on the edge of Lake Frias, at Puerto Frias. From here the Lago Frias is crossed in 20 minutes to Puerto Alegre. A short 'bus ride takes us to Puerto Blest for lunch. Puerto Blest—a small hotel and a dock—is on the edge of Lake Nahuel Huapi.

A small lake boat takes us across the Bahía López, and another one hour's car ride takes us to San Carlos de Bariloche for the night. Bariloche, the rail-head for Buenos Aires, is a dusty town of some 15,000 inhabitants on the shores of the lake. (Hotels: Suizo, Parque, Italia.)

Bariloche is left by train at 10 p.m. next day. The line runs east for eleven hours through flat, barren, waste country. In summer the dust and heat are great. A transfer is made at Patagones to a more comfortable Pullman train, but there is still a great deal of dust. We arrive at Buenos Aires at 2 p.m. on the second day, after a forty hour train ride.

Many round tour trips from Santiago to the South Chilean Lake District are available. The following are some examples:—

Santiago, Puerto Varas, Petrohue, Peulla, Puerto Varas, Santiago. Round trip, 6 days, per person \$5,000 Ch/Cy.

Santiago, Pucon, Puerto Varas, Petrohue. Peulla, Puerto Blest, Petrohue, Osorno, Santiago. Round trip, 12 days, \$6,000 Ch/Cy., per person.

Santiago, Osorno, Puyehue, Osorno, Petrohue, Peulla, Puerto Blest, Peulla, Petrohue, Puerto Varas, Santiago. Round trip, 12 days, per person \$6,000. Ch/Cy.

Passages by the Express Service need to be booked several days in advance. Tourist Agents: Exprinter, Puerto Varas, Casilla Correo No. 1609 (Telegrams "Exprinter," Puerto Varas); Cia. Expreso Villalonga, Valparaiso, Calle Prat 745, Santiago, Agustinas 1054, Rio de Janeiro, Savi, 141 Avda Rio Branco, and Buenos Aires, Calle Peru, 22; "Exprinter," Calle Agustinas 1074, Santiago, and at Calle Prat 895 (corner of Cochrane), Valparaiso; offices also at Buenos Aires, Montevideo, Rio de Janeiro and São Paulo; Wagons-Lits Cooks, Calle Agustinas 1058, Santiago; Cia Transportes Unidos, Calle Agustinas 1139, Santiago; Cia Chilena Viajes y Turismo Ltd. (CIVIT)—Calle Moneda 930, Santiago, and at Esmeralda 1031, Valparaiso; "Viajes Litvak," Calle Bandera 191, Santiago; Turavion Shipping Express, Bandera 169, Santiago, and Valparaiso, Prat 819. The fare for the journey from Puerto Varas to the Argentine rail head or terminus at San Carlos, Bariloche, is \$900 Chilean single fare, hotels and meals included.

Other excursions can be arranged from Puerto Varas, including one by steamer to Puerto Octay. There are three train departures weekly from Puerto Varas for Temuco, and return to Santiago may be made *via* that town, Talca, and Constitución.

CHILEAN PATAGONIA.

The Magellan Territory, together with various archipelagos, forms the most southerly part of the South American continent. The Territorio de Magallanes comprises 260,000 square kilometres or 66,192 square miles. The island of Tierra del Fuego alone has an area of 48,000 square kilometres, 28,000 of which belong to Chile, and the remainder to Argentina, the dividing line being a perpendicular north and south between longitudes 68° and 69°. The territory stretches from the Taitao Peninsula at 47° south latitude, and includes all the archipelagos which follow to the south down to Cape Horn (Cabo de Hornos) at 56° south latitude, together with the western portion of Tierra del Fuego. A new administrative area known as the Aysen territory has been formed, comprising 60,000 square miles, from the River Yelcho in the north to beyond Mount Humboldt in the south.

Over 10,000,000 acres from 52° south latitude to about 47° south latitude are unexplored. The territory is very sparsely inhabited, the total population being 60,000, of which about 40,000 are at or near Punta Arenas. About one-third of the population is foreign, chiefly Yugoslav, Spanish and British. The native Indians are dwindling rapidly.

PHYSICAL FEATURES.

The topography of Chilean Patagonia is varied. The land is undulating, hilly, mountainous, wooded and well watered by lakes and swamps, whereas Argentine Patagonia is a flat table-land, bare of trees, but well watered in parts.

The islands are little known and uninhabited except by a few Indians, mountainous, with dense woods intersected by grassy tracks.

The island of Tierra del Fuego has tracts of flat grass land covering an area of millions of acres. Forest country backed by mountains rises to a height of over 8,000 feet. The total pastoral area of Magallanes and Chilean Tierra del Fuego is reckoned at 6 million hectares. Some 2 millions are private property, but the State still retains 4 million hectares which are leased or rented. They can now only be obtained after a public auction.

The temperature and **climate** vary considerably, and the port of Punta Arenas is probably the most favoured spot. Whilst the low-lying districts near the coast do not get much snow, farther inland and on the high ground snow lies for many months of the year and very low temperatures are experienced. In Tierra del Fuego, during the summer months, the average temperature varies between 58° F. and 45° F., and in winter from 35° F. and 46° F. The mean temperatures according to observations taken over a period of thirty years are : Summer average, 51° F. ; winter average, 35° F.

The summer months are December, January, and February, when rains are frequent, although a spell of several weeks of dry weather is not uncommon during this season. For three months of the year snow covers the country, except those parts near the sea. The country is then more or less impassable, except on horseback, owing to snow and swollen torrents.

Strong, cold, piercing winds blow throughout the year and particularly during the spring, when they reach a velocity of 70 to 80 kilometres per hour. The dry winds dry the ground in an astonishing manner, but they prevent the growth of crops, which can only be cultivated in sheltered spots.

Towns:—The only town of size is Punta Arenas, but Puerto Natales has a population of about 6,000. A road runs from Punta Arenas to Puerto Natales *via* Morro Chico (150 miles, takes 6 hours), and another to Rio Gallegos in Argentina. There are no railways.

In Chilean Tierra de Fuego the only town is Porvenir, with a district population of some 2,000 largely from Jugoslavia.

The chief **ports** are :—Punta Arenas, Puerto Natales, Puerto Porvenir, Tierra del Fuego ; Puerto Harris, Dawson Island ; and Puerto Bories, Puerto Rio Seco, Puerto San Gregorio, Puerto Sara.

THE BRITISH COLONY.

Over one-fifth of the developed land in the Territory belongs to British subjects. At least half the senior staff of the commercial and industrial concerns, as well as a quarter of the working shepherds, are British. Ninety per cent. of the large sheep farms are managed by British subjects, chiefly Scotch. One Chilean sheep farming company, British managed throughout, employs over 2,000 men, of whom about 500 are British, working in varying capacities from general manager down to shepherds.

Amongst the British colony's local institutions are :—The British Club ; the Benevolent Society ; The Preparatory School ; The Bank of London and South America, Ltd. (Branch).

NATURAL RESOURCES.

Magallanes Territory takes 4 per cent. of all Chilean imports and supplies 7 per cent. of all exports. The only industry of importance is sheep breeding and its by-products : wool, frozen meat, canned meat, fat, and sheepskins.

The standard type of **sheep** bred in Magallan Territory, Tierra del Fuego, and Southern Patagonia is the Romney Marsh cross Merino, but the "Corriedale" has been extensively imported. The number of sheep in the region is estimated at 2,640,000, out of 6,300,000 sheep in all Chile. More than half of these are owned by a firm operating in Tierra del Fuego. In 1948 the total frigorifico kill was 801,204 ; in 1949 it was 601,752. About 5,980 m. tons of frozen meat were exported, to Great Britain, in 1949, and 6,127 m. tons in 1948. The quantity shipped to Central Chile was 8,900 m. tons in 1949, against 6.436 m. tons in 1948. Tallow (about 4,000 tons a year) is an important by-product.

The export of wool in 1948 for all Chile was 7,490 m. tons, value 35,865,000 pesos ; 1947—5,964 m. tons, value 22,567,000 pesos. About 75 per cent. of this was sent from the Territory. Wool clip in all Chile is about 21,000 m. tons, of which the Territory supplied 11,000 metric tons in 1948.

There are five large frigorificos : Rio Seco, Puerto Sara, Puerto Bories, Puerto Natales, and Tres Puentes ; and seven *graserias*, or boiling down plants. About 35 per cent of the sheep treated are Argentine.

Export of sheepskins amounted to 1,580 m. tons in 1947, and 2,322 m. tons in 1948. A small business is done in sealskins.

The 1939 census gave the number of cattle in the territory as 18,567, with 14,947 horses.

Poultry-farming is carried on, and one farm yields 600,000 eggs and 20,000 chickens a year. The hay and potato crop are steadily increasing in size.

The total production of **timber** is between twenty and thirty million square feet. The export to the Argentine, in normal times, is about half the production. The most important sawmill is that of the Sociedad Ganadera Gente Grande, on Dawson Island.

Coal, or **lignite**, is worked at the Loreto mine, close to Punta Arenas, by the S.A. Menendez-Behety ; the Cia. Carbonifera de Magallanes have a mine west of Loreto : the Cia. Carbonifera Eleno de Rio Verde and the Socd. Carbonifer "Josefina" work coal upon Riesco Island, and there is a Three Brothers' mine on Skyring Water, owned by V. and A. Kusanovic, of Punta Arenas.

Oil has been discovered in the Magallanes region in the south of Chile. The oilfields are expected to enter into production early in 1950, when it is anticipated that one million barrels will be available for export. According to reports, the reserves of the Cerro Manantiales deposits consist of about 30 million barrels, sufficient to

satisfy the national demand for benzine, kerosene, diesel oil, lubricating oils and paraffin wax during the next 8 to 10 years. The reserves at San Sebastian, are said to be even greater than those at Cerro Manantiales.

A CHILEAN CALENDAR.

- 1535. Diego Almagro sets out from Peru to explore Chile.
- 1536. Pedro de Valdivia begins to colonize Chile.
- 1541. City of Santiago founded. Beginning of war with Araucanians.
- 1550. City of Concepción founded.
- 1552. City of Valdivia founded.
- 1593. Jesuits first arrive from Peru.
- 1609. Royal Audience established.
- 1647. University of Santiago founded.
- 1751. Santiago and Concepción damaged by earthquake.
- 1773. Peace concluded with Araucanians.
- 1776. Province of Cuyo handed over to the new Vice-Royalty of La Plata.
- 1792. Ambrose O'Higgins made Captain-General.
- 1810. Chile declares war on Spain.
- 1814. Spaniards defeat Chileans at Rancagua.
- 1817. Patriot forces, led by San Martin defeat the Spaniards at Chacabuco.
- 1818. Arrival of Lord Cochrane to command the Chilean fleet. Bernardo O'Higgins becomes Director-General. Victory at Maipú.
- 1820. Lord Cochrane storms Valdivia (Feb.). Captures "Esmeralda" at Callao (Nov.).
- 1823. Bernardo O'Higgins forced to resign.
- 1826. Spaniards driven from Chiloé. Peace with Spain concluded.
- 1836. War declared between Chile and the Peru-Bolivian Confederation.
- 1839. Final victory of the Chileans.
- 1840. First arrival of Pacific Steam Navigation Co's steamers.
- 1852. First railway line opened between Caldera and Copiapó.
- 1866. Spaniards bombard Valparaiso.
- 1868. Treaty of peace with Spain.
- 1879. War with Peru and Bolivia, known as the Nitrate War.
- 1883. Conclusion of Nitrate War.
- 1886. Balmaceda elected President.
- 1891. Civil war. Balmaceda commits suicide. Admiral Montt, President.
- 1902. Holdich Boundary treaty signed with Argentina.
- 1910. Transandine tunnel officially opened.
- 1929. Settlement of Tacna-Arica dispute.
- 1932. Socialist Republic declared. Successive revolutions.
- 1933. Constitutional Government restored.
- 1945. Chile declares war on Japan.

CHILEAN EMBASSY IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London (Audley House, North Audley Street, W.1)	.. Ambassador Extraordi- nary and Plenipotentiary	Don Manuel Bianchi.
	Minister Counsellor ..	Leon Subercaseaux.
	Minister Counsellor ..	Humberto Videla.
	Commercial Counsellor	Pedro Enrique Alfonso.
	First Secretary ..	Salvador Reyes.
	3rd Secretary ..	Juan José Fernandez.
	Naval Attaché ..	Com. Kaare Olsen.
	Air Attaché ..	Sq./L. Anibal Solminihac.
	Secretary ..	J. Antonio Gandarillas.
	Civil Attaché ..	Calixto Rogers.
London (9, North Audley St., W.1).	Consul ..	Salvador Reyes.
	Vice-Consul ..	Santiago Rogers.

BRITISH EMBASSY AND CONSULATES IN CHILE.

(M) denotes that the Consular Officer holds a Marriage Warrant ; (L) that he has authority to register *lex loci* marriages.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
Santiago	Ambassador Extra-ordinary and Plenipotentiary.	Sir Cecil Bertrand Jerram, K.C.M.G.,	—
	1st Secretary, H. of Chancery & Consul	G. L. McDermott ..	—
	1st Secretary (Commercial)	I. C. MacKenzie. ..	—
	1st Secy. (Labour) ..	W. E. Oakley-Evans.	—
Santiago	Vice-Consul ..	L. Borax ..	—
Antofagasta	(M) Consul ..	Thos. Bates, O.B.E.	Provinces of Antofagasta, Tarapacá and Atacama.
	Pro-Consul ..	S. E. Sword ..	
Iquique	Vice-Consul ..	J. F. G. Hogg, M.B.E.	
Arica ..	Vice-Consul ..	W. H. Wragg ..	Republic of Chile with the exception of the Province of Tarapacá, Antofagasta and Atacama.
Tocopilla	Vice-Consul ..	W. E. S. Tucker	
Valparaiso	(M) Consul-General	Allan Price. ..	
	Consul ..	A. H. B. Perkins, M.B.E.	
	Vice-Consul ..	F. G. Bestall. ..	
	Pro-Consul ..	Miss M. S. Irvine.	
Concepción, ..	(L) Consul ..	Edward Cooper, O.B.E.	
	Pro-Consul ..	—	
Coquimbo ..	Vice-Consul ..	A. V. Goudie ..	
Osorno ..	Vice-Consul ..	D. Inglis. ..	
Punta Arenas ..	(L) Consul ..	T. P. Jones ..	

The United States are represented by an Embassy and Consulate at Santiago, with Consuls at Antofagasta, Valparaiso. Canada has a legation at Santiago.

COLOMBIA

Colombia has ports both upon the Atlantic and Pacific coasts but is more usually visited from the north coast through Cartagena or Barranquilla.

Cartagena, the "Ciudad Heróica" of the War of Independence, is one of the most interesting towns in South America. The entrance to the harbour up the narrow, winding channel is a memorable sight. The forts that gave way before the furious onslaught of Drake are so little changed that the visitor easily imagines himself back with the pirates and buccaneers of the Spanish Main. The town was founded by Pedro de Heredia in 1533, and stands on a sandy peninsula at the foot of a hill. The white houses of the city seem to rise out of the sea, like the tourist palaces of Venice. Nature has protected it by reefs and the notorious Salmedina sandbanks.

The houses, generally well and solidly built, have balconies. The lower windows are barred in Spanish fashion, and all have their cool-looking patios. The population is 109,000. It is two and a half hours by car, and 30 minutes by air, from Barranquilla.

The harbour was once gained by two bocas or mouths, the Boca Grande (the Big Mouth), near the town, and the Boca Chica (or Narrow Mouth), some miles farther south. After an attack by Admiral Vernon in 1741 the Spaniards closed the Boca Grande by building an undersea wall, one of the world's marvels. Round this the silting sand has effectively blocked the entrance. The Boca Chica alone is open.

Entering the harbour by this narrow strait, Fort San José is on the right, and on the left the derelict Fort San Fernando on Tierra Bomba Island. The steamer goes for six or seven miles along a tortuous passage past the mangrove-covered shores of Tierra Bomba, and comes alongside a wharf on Drake's Spit, where Sir Francis Drake and his men passed to the attack on Cartagena in 1585.

A light railway runs along this spit of land to the terminus outside the city walls. Across the open space outside the main gateway is the terminus of the Railway which runs to Calamar (65 miles), a port on the Magdalena river. Between Calamar and Cartagena an arm of the river is now canalized to allow of the free passage of steamers from up-river ports. A pipeline brings oil from Barranca Bermeja to the docks.

Docking Facilities :—There are modern wharves for traffic. The docks can receive six ocean steamers and twelve river boats at the same time.

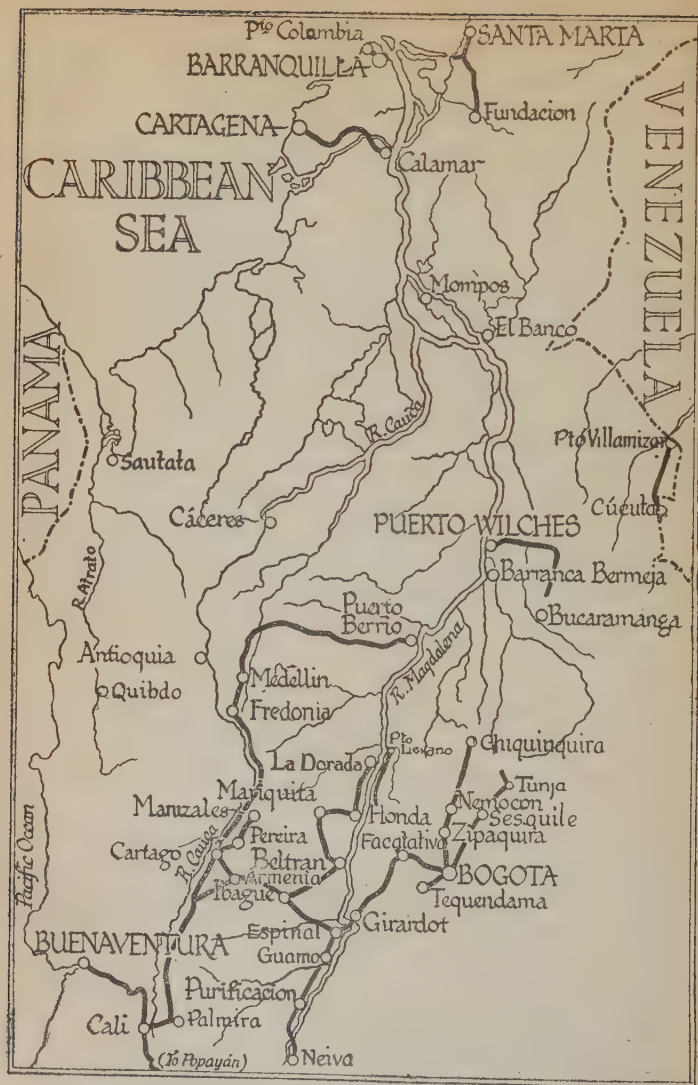
Hotels :—Americano, Hotel del Caribe, Virrey, Plaza.

Bank :—The Royal Bank of Canada.

Main Industries : Textile weaving and knitting; footwear, chemicals, fats, toilet preparations.

Excursions :—By motor car to Manga, Pie de la Popa, Espina and Cabrero.

The following drive can be recommended : To the fortress of San Felipe, and the



RAILWAYS IN COLOMBIA.

foot of La Popa Hill, across the bridge to Manga Island, over the Roman Bridge, through Calle Aguada and Calle Larga, and to the market and Independence Square. A visit to the Muralla de las Bovedas, the wall beyond the city, reveals the elaborate nature of the old fortifications. A new motor road makes a visit to the summit of La Popa possible.

At Turbaco (15 miles by train) are a score of miniature volcanoes, each 35 feet high, made of brownish mud, and with a crater on top. There are constant detonations, two a minute, from these geological curiosities.

Buildings of Interest :—Palace of Inquisition ; Cathedral ; San Pedro Clave; Church ; Santo Domingo Church ; San Felipe de Barajas Fort ; La Popa Castle. The Tombs ; Archbishop's and Government Palaces.

Departure :—For Barranquilla can be made by sea, by air, or by road (2½ hours) Daily trains run to Calamar, connecting with river steamers.

All America Cables and Radio, Inc., Plaza de Rafael Nunez 14. Branch Office : Hotel Caribe.

Puerto Colombia, formerly the port for Barranquilla (12 miles), is now an attractive bathing resort. Steamers now discharge directly at the new Port Terminal at Barranquilla so that the Pier at Puerto Colombia and the Railway to Barranquilla for the transport of cargoes have been abandoned. There is a road to Barranquilla which is maintained in good condition.

Barranquilla, a busy city of 235,000 inhabitants on the left of the Magdalena River, is 11 miles from the river mouth. It is the chief port of Colombia. It is the principal clearing point for the Magdalena Valley, and through it passes half the foreign commerce of the country. During 4 months the trade winds moderate an otherwise torrid climate. There is a handsome Cathedral, and in front of it a small statue of Simón Bolívar. The market and the wharves are interesting. Barranquilla is connected by road with Puerto Colombia (12 miles), and there is a road to Cartagena, 80 miles (2½ hours).

The mouth of the Magdalena River has been deepened, and Barranquilla is now a seaport as well as a river port. Puerto Colombia is no longer in service as an ocean port.

Main industries : Textile mills, perfumes, soaps, beer, gaseous drinks, ice, oils and greases, hats, shoes, flour mills, vegetable lard, saw mills, dockyards, pharmaceutical products.

Cartagena can be reached by air or by road.

The journey by boat and train from Barranquilla to Bogotá takes four to seven days and costs \$60.00. The air mail passenger-carrying service is by fast planes to all important centres in Colombia.

Fares :—Autobuses within the town, 10 cents a journey. Public motor-cars \$1.00 a run within the city, \$3.00 per hour.

Roads :—To Puerto Colombia. To Palmar de Varela, 16 miles. To Sabana-larga, via Baranoa, 34 miles. From Baranoa a branch road runs to Usiacuri, well-known for its healing waters and as the resting place of the most popular Colombian poet, Julio Flórez.

Hotels :—Hotel del Prado. Cables : "Prado Hotel" (\$17.50 single, \$34 double a day, including meals ; has swimming pool) ; Hotel Astoria, \$10 ; Hotel Luxor.

Restaurants :—Chop Suey ; Metropole, Restaurante San Blas, Deportivo.

River Steamers :—Three or four times weekly up the Magdalena River ; express steamers twice a week to Puerto Salgar and La Dorada (560 miles).

British Consulate :—Paseo Bolívar.

U.S.A. Consulate :—Paseo Bolívar.

Banks :—The Royal Bank of Canada ; Bank of London and South America ; National City Bank of New York.

All America Cables and Radio, Inc., Calle Real 26. Branch office : Hotel Prado.

Clubs :—Country (golf and tennis) ; Barranquilla.

Buenaventura, the most important Pacific port and entrepôt for a rich valley, stands on an island in the bay. It is reached from Panamá by steamer (348 miles), and is 440 miles from Bogotá. The second port in importance, it exports coffee, gold, platinum, sugar, and hides, and in seasons of drought upon the rivers becomes an alternative to Barranquilla and Cartagena. It is the terminus of the Pacific Railway system. A road to Cali has been opened. There is a road all the way to Bogota (440 miles).

Population, 30,000. Mean temperature, 86°F. There is rain nearly every day, and the climate is not too healthy.

Port improvements are in progress. The P.S.N. Co. have frequent services from Buenaventura to Ecuador, Peru and Chile. The Grace, Dutch, French, Johnson Knutsen, and Italian Lines call frequently.

Hotels :—Estacion (swimming pool).

Rail :—South, *via* Cali, to Popayán, 108 miles, and north to Armenia, Cartago, Manizales, and Medellín. Bogotá is accessible from Armenia by motor-bus along the highway to Ibagué, where the train to the capital is joined. From Buenaventura to Bogotá takes 2 days, with night spent at Armenia or Ibagué.

All America Cables and Radio, Inc., Edificio Dixie, Parque Bolivar.

Bogotá, capital of the Republic, stands on a plateau 8,660 feet above sea-level, with high mountains surrounding it. It lies on sloping land, and is nearly 4 miles long and 3 miles wide. The climate is cool; average temperature, 57° Fahr. The rains are heavy in March to May, and frequent in Sept. to Nov. Although handicapped by transport difficulties to the coast, the city is commercially important and serves as a distributing point to the great tableland. The population is 503,000. The city was founded in 1538, and is a spirited centre of intellect and culture. The Plaza Bolivar with its statue of the great Liberator forms the centre. The Presidential residence, parks, Congress buildings, Cathedral, University, the National Library, and the new Postal and Telegraph Building are interesting. There are glimpses of Indian life and costume in the public market. For the most part the houses are low, with eaves projecting over the streets, but Bogotá is a city of contrasts. Colonial buildings stand side by side with the most modern architecture, for many attractive office and apartment buildings have been put up in the city. Smartly dressed women mingle on the pavements with simple country folk.

The beautiful chapel of El Sagrario, the Museum of Colonial Art, and San Carlos Palace are the most notable of the many Colonial buildings.

Bogotá has a bull-ring. The bull fighting is on Sunday during the season.

The road between Armenia and Ibagué has reduced the journey from Buenaventura to Bogotá from 9 to 2 days.

From Bogotá many interesting excursions can be made, varying in length from a few hours to as many days. The easiest and shortest is to the summit of Monserrate, the highest of the two peaks rising sharply to the east. The very new church is a popular shrine—the old one was destroyed by earthquake in 1917. It is reached by a funicular railway. The ascent requires some nerve, for the grade is 75 degrees. At the top, near the church, is a platform giving a bird's-eye view of the red roofed city and the plains beyond

stretching to the mountains in the west. Behind the church are picnic grounds much frequented on Sundays by the populace.

Near the foot of Monserrate is the Quinta de Bolívar. Mementos of the Liberator are preserved in the house and garden.

The Falls of Tequendama (460 feet), well worth seeing, are 20 miles from the city. They are reached by rail or road. Sunday is the best day for a visit. There is a hotel here, built in the Chibcha Indian style. The interesting salt mines at Zipaquirá can be visited on the way to Nemocon, 30 miles from Bogotá. The immense black galleries of salt in the mines, gleaming under the electric light, are most impressive. One may drive through by car.

Another astonishing natural phenomenon is the Bridge of Icononzo, three immense fallen rocks which support each other and form a perfect arch over a deep abyss. It is 65 miles from Bogotá, and is reached by motor-car to Pandi and horse-back for another 5 miles.

Hotels:—Granada; Claridge; Residencias; Santa Fe; Astor; Continental; Mrs. Gaul's boarding house, Carrera 16, by Calle 23; Miss Rose's boarding house.

Restaurants:—Temels Granada Grill, Embajador, Miramar, Taberna Suiza, Cubano, Normande, Metropolitan.

Clubs:—Gun Club, Jockey Club, Anglo-American Club, Country Club (golf and tennis), Magdalena Sports Club (tennis); San Andres Golf Club; Club de Cos Lagartos (social); Club Gran Colombia (tennis); America Sports Club.

Industries:—Wool and cotton weaving and spinning, cement and brick making, leather, beer, matches, shoes, glassware, and tyres.

Rail:—To Facativita, Girardot, Ibagué, Ambalema and La Dorada; to Tunja (112 miles north) and Sogamoso; to Chiquinquirá (96 miles north); to San Miguel (25 miles south-west); to Puerto Salgar; to Puerto Berrio by Carare Highway.

Roads:—To Villeta; to Cambao, on the Magdalena; to Girardot *via* the attractive towns of Fusagasugá and through splendid scenery; to Cúcuta (and thence to Caracas, Venezuela); to Villavicencio, on the eastern plains, a good centre for excursions into the Llanos; to Ibagué, Cali, Popayan, Pasto, Ipiales, Quito and Cajabamba (Ecuador). A road *via* Cucuta, Ocana, and Riohacha to Santa Marta (915 miles), is now completed.

British Embassy:—Calle 87, No. 10-50 (Residence).

British Consulate:—Av. Jimenez de Quesada, 8-56, 7th floor.

U.S.A. Embassy:—Calle 12. Edificio José Joaquín Vargas, 9-23.

The British Council, Carrera 7a-24/35.

Banks:—Bank of London and South America, 1359, Carrera 8.A (Calle de Florian). The Royal Bank of Canada; National City Bank of New York.

All America Cables and Radio, Inc., Carrera 8, 14-17. Branch offices: Hotel Granada and Hotel Continental.

ROUTE TO BOGOTÁ.

A. By Air.

There is a daily plane passenger service from Barranquilla to Bogotá. Time taken: 2.45 hours.

B. By River, Train, and Road.

River travel has improved lately and is fairly cheap. It is now possible to reach Bogotá from Barranquilla for about \$50.

Passengers disembark at the port terminal in Barranquilla, and go up river to Puerto Salgar. Time taken depends upon the class of steamer, but is usually four days by express steamers, when there are no delays caused by drought. Several companies run steamers from Barranquilla and there are three or four dispatches a week.

Passengers disembarking at Cartagena travel by the Cartagena (Colombia) Railway to Calamar, and proceed by river to Puerto Berrio, whence Bogotá can be reached by road *via* Barbosa, or road to Barbosa and then by railway; or by river boat to Puerto Salgar and on to Bogotá by Cundinamarca Railway.

(1). A popular route from La Dorada to Bogotá is by the Cambao road. The passenger proceeds by road to Cambao, which is on the far side of the River Magdalena. He is taken by car from the station to the riverside, ferried across to Cambao, and then proceeds by road to Bogotá, a climb of several thousand feet over the mountains. The route is then over the plains. Bogotá is reached from La Dorada in 7 hours.

OTHER TOWNS.

Aguadas, midway between Manizales and Medellín, and reached by road from either, is the centre of a population of about 30,000. Panamá hats are made, sugar and coffee are grown, and gold and silver are mined.

Arauca, a town of 4,000 inhabitants on the south-eastern frontier, stands on the river Arauca, opposite the Venezuelan town of El Amparo. It has a custom house. There is an air service, twice a month, to Villavicencio, 80 miles from Bogotá.

Armenia, in the heart of the Quindio coffee district, has a population of 50,838. It is the terminus of the Pacific Railway from Buenaventura, and passengers transfer to motor-cars to cross over the Quindio Pass to Ibagué on the way to Bogotá. There is a road through the Cauca Valley, the granary of the Republic, to Cali. Mean temperature, 73°F. Altitude, 5,087 feet.

Hotel:—Atlantico.

Barranca Bermeja, on the Magdalena River, 15 miles above Puerto Wilches, is a centre for the production and refining of petroleum. A pipe-line conveys the oil to the docks at Cartagena. There is a motor road to Bucaramanga (100 miles).

Hotel:—Pipaton.

Beltrán, the terminus of navigation on the Upper Magdalena, is connected by rail with Ibagué. From Beltrán passengers to the coast take the Dorada Railway for 70 miles, and from La Dorada take steamer for Barranquilla.

Bucaramanga, capital of the Department of Santander del Sur, stands in the centre of a rich coffee and tobacco growing district, 3,300 feet above the sea. It has cigar and cigarette factories and a population of 73,000. The mean temperature is 70° Fahr.; the rainfall is about 63 inches. Excellent Country Club.

The route from Barranquilla (460 miles), is up the Magdalena to Puerto Wilches, then by railway to Las Bocas; thence by motor road in half an hour. Bucaramanga is on the Simón Bolívar highway, part of which runs from Bogotá to Cúcuta. There are also good roads to the oil wells at Barranca Bermeja, and to Puerto Berrio.

Hotels:—Bucarica; Savoy; El Príncipe.

Buga, 75 miles north of Palmira and upon the Pacific Railway, an old Colonial city of 29,049 inhabitants, is important in the trade of the Cauca Valley as a centre for cattle and rice. Altitude, 3,280 feet. Mean temperature, 79°F.

Hotel:—Posso.

Calamar, on the Lower Magdalena, at the mouth of the canal from Cartagena (66 miles), is the terminus also of the railway from that port. The town is one of the most important in its district. Population, 10,000.

Calí, the chief commercial town in Western Colombia, is advantageously placed in the Cauca Valley 105 miles east of the port of Buenaventura, and 3,000 feet above sea-level. The mudejar tower of San Francisco Church is said to be unique in South America.

Sugar, coffee, cotton, rice, yucca are produced and livestock are bred in the area, one of the richest agricultural regions in the country. Coal is mined and there are soa and textile industries.

The capital of Valle Department, founded 1536, it is a centre both of culture and of commerce, with 153,000 inhabitants. The Pacific Railway connects Calí westwards with Buenaventura, southwards with Popayán (99 miles), northwards with Cartago (108 miles), and thence by Caldas Railway with Manizales. Bogotá can be reached in a day by the motor road between Armenia and Ibagué. A road has been built from Calí to Buenaventura (opened 1946), and roads are open, south to Popayán and Ecuador, and north to Medellín. Mean temperature, 77°F. Good climate.

Hotels :—Columbus ; Alférez Real ; Menendez.

Clubs :—Club Campestre ; Club San Fernando ; Club Colombia.

Restaurants :—Hotel Columbus (Sat.) ; Las Ceibas.

All America Cables and Radio, Inc., 1-6 Calle 12 (Esquina de Primera Carrera).

Branch office : Hotel Columbus.

Bank :—Bank of London and South America.

Cartago, upon the Pacific and Caldas Railway, 108 miles from Calí, stands on a tributary of the Cauca River. Cocoa, coffee, tobacco, and cattle are the produce of its district. The town has 22,000 population. There is a road and railway to Manizales.

Hotels :—Mariscal Robledo ; Patria.

Chiquinquirá (8,365 feet), in the Department of Boyaca. Population, 34,807. It stands on the west bank of Suarez River, 20 miles from Tunja, 90 miles from Bogotá. It is reached from Bogotá direct by motor road, or by train. It is a large commercial centre and the headquarters of an important cattle country. The famous "Muzo" emerald mines are in the neighbourhood.

Hotels :—Europa, Escobar, Colon.

In the shops of Chiquinquirá are displayed the toys made by Indians, "pottery horses from Raquira, some painted in gay colours and others white and porous as they come from the kiln ; tops and teetotums of tagua ; orange-wood balls to catch on a stick ; little boxes lined with rabbit fur ; the most durable tambourines in the world ; shining, brightly coloured gourds ; diminutive nine-stringed guitars on which children try the first measures of the *bambuco* ; accordion-like purses, slung over the shoulder by a strap, half a hand's width but with all the proper fittings and pockets, which delight the children ; sets of miniature tagua dishes in which each dish is hardly a quarter of an inch high ; sets of chessmen still more tiny, a miracle of skill ; red and black wooden dishes and cups, like Russian toys, for doll's houses ; little glass boxes in which the image of the Virgin disappears under coloured tin foliage like a humble reproduction of the icons cherished by the mujiks ; small ivory angels with eyes popping out ; rosaries of Job's tears ; tiny crosses which, when held to the eye, show the image of the Virgin through an orifice ; many scapularies ; but, better than anything else, the little horses from Ráquira, in which Indian skill has embodied an ingenuous thought in clay."

Ciénaga, in the Department of Magdalena, has a population of 47,300. It lies on the east shore of Ciénaga de Santa Marta, 22 miles from Santa Marta and 56 miles from Barranquilla. Railway from Santa Marta and steamer from Puerto Viejo. Products : Cotton, tobacco, bananas, cocoa. Road to Barranquilla.

Cúcuta, capital of the Department of Santander Norte, 10 miles from the Venezuelan frontier, is among the most elegant of Colombian cities. Founded in 1734, and rebuilt after the earthquake of 1875,

it is of considerable commercial importance, and has a custom house. The developing Catatumbo oil field is near. Population, 80,000. Altitude, 703 feet; average temperature, 81°F. The Simón Bolívar highway leads to Bogotá (607 kilometres). The motor road from Cúcuta to Caracas (Venezuela) is completed and the journey takes about 4 days. The town may be reached by steamer up the Zulia River from Maracaibo (Venezuela) to Encontrados, thence by rail. Coffee grown in the region is exported through Maracaibo.

Hotels :—Europa, Internacional.

El Banco, on the Magdalena River, 260 miles from Barranquilla, is a port of call for river steamers, and one point of departure by mule for Ocaña. The Cesar River from the Sierra Nevada joins the Magdalena near this point.

Air Services :—See under Air Section.

Facatativá, 80 miles from Girardot, and 25 from the capital, elevation 8,270 feet, is the connecting point of the Sabana and Girardot Railways. The line from Puerto Salgar to Facatativá is continued to Bogotá. Population, 13,636.

Girardot, on the Upper Magdalena in the Department of Cundinamarca, has a rail connection with Bogotá (172 kms., 5 hours' journey), Ibagué and Neiva. Population, 25,455; altitude, 1,000 feet; a heavy rainfall and warm climate. Coffee and hides are the principal products; large cattle fairs are held in early June and December. Roads are open southwards to Neiva, westwards to Ibagué (37 miles), and another to Bogotá (89 miles), through most attractive scenery. It is worth walking across the fine steel bridge at Girardot to see merchandise being loaded into the stern-wheeler river boats. Mean temperature 62°F.

Hotels :—San German, Gran, Cecil, Niza, Piscina, Girardot.

Honda, at the junction of the Magdalena and Guali Rivers, lies on the railway between La Dorada (20 miles), and Ibagué (100 miles). The Falls or Rapids near by separate the Upper and Lower Magdalena. The town is an old Spanish settlement, surrounded by hills and with picturesque narrow streets. Population, 13,984. Mean temperature, 84°F. Road to Bogotá, 219 kms., and to La Dorada.

Hotel :—America.

Ibagué, capital of Tolima Department, and west of the Magdalena River, is an old-fashioned and picturesquely situated town of 87,000 inhabitants, 125 miles west of Bogotá. Altitude, 4,100 feet; mean temperature, 71°F. It is served by rail and road from Bogotá, *via* Girardot (38 miles). The gap through the Quindío Pass, 11,000 feet high, is at present traversed by motor transport. There is a road and railway to Ambalema and La Dorada.

Hotel :—Lusitania.

La Dorada, on the Magdalena River, an important place in river transport, is 613 miles from Barranquilla, and 109 from Puerto Berrio by river. A railway, built to avoid the rapids, runs to Ambalema (70 miles) for Beltrán. There is also a road to Bogotá, 251 kms. Steamers from Barranquilla, which take about four days up-river, occupy three days on the down-river journey.

Magangué, on the Magdalena and Cauca River, is a port for the savannahs of Bolívar. Population, 17,000. Products : fruit, coffee, cheese and butter.

Manizales, capital of the Department of Caldas, is important in the coffee trade. It has an altitude of 7,064 feet, an especially equable climate, and a heavy rainfall (140 inches). The population is 121,000. The city is connected by direct train service in 12 hours with Buenaventura (285 miles), by the Caldas Railway to Cartago and thence by the Pacifico line. The passenger route from the Atlantic coast *via* La Dorada and Mariquita is continued from Mariquita by mule, but a road has been built from Honda, on the Magdalena River, across the Cordillera Central to Manizales.

Manizales is the terminus of a number of cable ways; one to the Magdalena river. There are fine churches and a magnificent State House. Agreeable trips can be made through the surrounding coffee plantations and especially to the summit of the Páramo del Ruiz, a short distance away.

Hotels :—Escorial, Europa.

Medellin, capital of the Department of Antioquia, and the second city of the Republic, is reached *via* the Magdalena River and rail from Puerto Berrio (114 miles). The town has a population of 300,000, an altitude of 5,052 feet, and a summer-like climate. The chief industrial mining and coffee centre of the country, it has over 40 factories for silk, cotton, and woollen fabrics, chocolate, mineral waters, cigarettes and cigars, hats, crockery, glassware, matches, rayon, coffee sacks, and hosiery. There are Schools of Mines and Engineering, electric light, power and tramways, modern theatres, and golf, tennis, and football grounds. The public services are reported to be bad. A big hydro-electric plant is being built. It is the Seat of the University of Antioquia. Rail to Cali and Buenaventura.

Medellin is famous for its orchids.

Medellin is connected by motor road with Cali and Buenaventura, with Antioquia (85 km.), Sonson (130 km.), and Puerto Antioquia (250 km.). Rail connection southwards to Jerico near to the Cauca River (70 miles); roads to Marinilla and Rio Negro. The road from Medellin to the sea (Golfo de Uraba) will be finished in 1950.

Hotels :—Nutibara, Europa, Continental, Vera Cruz.

Clubs :—Union, Campestre, Medellin, and Profesionales.

Anglo-Colombian Cultural Institute.

All America Cables and Radio, Inc., Edificio Henry, Carrera de Bolívar. Branch office: Hotel Nutibara.

Banks :—The Royal Bank of Canada; Bank of London and South America; National City Bank of New York, and various Colombian Banks.

Mompós, an old town in the Department of Bolívar, with a population of 19,656, is reached by river steamer from Cartagena or Barranquilla. Cattle farming and tobacco growing are the industries of its district. The Colegio de Pinillos is famous throughout the country as a seat of learning.

Neiva, capital of Huila Department, stands on the right shore of the Magdalena, 75 miles from Girardot and 217 miles from Bogotá. Population, 34,699. It is reached from Girardot by train or automobile. The chief products are cattle and coffee. Industries include Panamá hats. Mean temperature, 82°F.

An excursion by road can be made to San Agustín, the Valley of the Statues (140 miles), where "a veritable forest of statues, ruins and other antiquities" can be seen.

Hotels :—Imperial, Gran Hotel.

Ocaña, 3,820 feet above sea-level, in the Department of Santander del Norte, has a population of 21,200. It is in a coffee and cacao district and is served from Barranquilla. The route from

the Magdalena River is by highway from Gamarra.

Hotels :—Santander, Ocaña.

Palmira, in the Department of Valle, is reached by rail from Buenaventura (144 miles) *via* Cali. It stands on a plain, the Llanos de Malajana, 3,000 feet above sea-level. Good tobacco is grown, also coffee, cacao, rice, sugar and grain. There is an experimental agricultural station. Population, 45,055.

Hotel : Rio Nima.

Pamplona, department of Santander del Norte. Population, 21,381; altitude, 7,200 feet. It is 79 miles from Bucaramanga. 290 miles north-east of Bogotá. It is reached from Cúcuta by rail or road, from Bucaramanga by mule trail, and from Encontrados (Venezuela), by rail. The principal products are dyewoods, resin, gums, coal, gold, coffee, cacao, and wheat. Industries include distilleries, breweries, and textile plants.

Hotel :—Pension Emilia.

Pasto, capital of the Department of Nariño, stands upon a high plateau (8,400 feet) in the extreme south-west of the country. The population (61,100) is partly Indian. There are gold mines in the neighbourhood. Close by is the extinct volcano, Galeras.

In travelling to Pasto, river steamers can be taken from Tumaco along the coast and up the Patía and Telembi Rivers as far as Barbacoas. The 60-mile road from Barbacoas is completed. A railway from Tumaco reaches El Diviso; thence by road to Tuquerres and on to Pasto. A road has been built to Ipiales, on the frontiers of Ecuador, another to Popayán, and another to Puerto Asís, on the Putumayo.

Hotels :—Pacífico, Niza.

Pereira, in Caldas Department, 39 miles by rail from Manizales, 40 from Armenia, is a considerable centre of the coffee and livestock industries. There are motor roads to Cali (130 miles), Manizales, and Armenia. Population, 66,000; altitude, 4,840 feet.

Hotels :—Gran Hotel, Savoy.

Popayán, capital of the Department of Cauca, is in the heart of the Colombian Andes, 110 miles from Cali, on a tributary of the River Cauca, and 5,700 feet above sea-level. Gold, silver, platinum and copper are found near by. The population is 38,800. The town was founded in 1536. It stands at the foot of the Puracé Volcano, and is an academic and ecclesiastical centre. The city is laid out in regular squares, with buildings of two storeys, in rococo Andalusian style. There are beautiful old monasteries and cloisters of pure Spanish classic architecture, and many of the churches are well worth seeing. The carved pulpit of San Francisco and the jewelled monstrances of that church and of San Agustín are perfect in their way. The Holy Week processions are famous. Popayán is to Colombia what Weimar is to Germany, or Burgos to Spain. It was the home of the poet Guillermo Valencia, and has given seven presidents to the Republic.

The city can be reached *via* the Pacific Railway from Buenaventura (10 hours), or from Bogotá in 60 hours by the Girardot-Tolima and Pacific Railways. A road is open to Pasto. It takes from 10 to 12 hours to cover the distance, for many of the sections permit one-way traffic only. Road open to Cali and Bogotá.

Hotels :—Lindbergh, Europa.

Puerto Berrio, the river port, 500 miles from Barranquilla, serves the rich province of Antioquia and the town of Medellín. The port is reached alternatively by river steamers or hydroplane. Rail or plane is taken for Medellín. The locality is one of lagoons and swamps, but improvements are being made. The Carare Highway runs from Puerto Berrio to Bogotá, *via* Barbosa.

Hotels:—Magdalena, Ayacucho, Caribe.

Puerto Wilches, 390 miles from Barranquilla on the Magdalena River, is the terminus of a railway in course of construction to Bucaramanga. Population, 5,600.

Rio Hacha, a small town, but one of the oldest in the country, is the capital of the Padilla province. It stands on the Atlantic coast near the base of the Goajira peninsula, 100 miles east of Santa Marta. The roadstead is open and shallow, and landing is by canoe from the Santa Marta local steamers. There are pearl fisheries, and the place has close trading relations with Curaçao. Maguey fibre, vegetable ivory, dividivi and rubber are collected. The town has a custom house. Population, 10,000.

Santa Marta, capital of the Department of Magdalena, stands at the mouth of the Manzanares River, 120 miles from Cartagena, and 60 miles from Puerto Colombia. It serves a rich banana district, and is a centre for the operations of the United Fruit Company. It is connected by local steamer with Barranquilla and by rail with Ciénaga and Fundación. The deep bay gives safe anchorage, and steamers come alongside the wharf. The town has a history of 400 years, and close connections with Bolívar, whose home is open to inspection. Population, 42,100. Hot and trying climate. Average temperature, 86°F.

Hotels:—Park, International, Frances.

Tumaco, 180 miles from Buenaventura, is the second and most southerly Pacific port. The River Patía joins the sea 25 miles northward and steamers from the river bring down produce from Barbacoas and Southern Nariño. Tumaco stands upon an island, and ships anchor in face of the town. It is in steamship connection with Buenaventura and Panamá. The climate is unfavourable, with an average temperature of 81° Fahr. Tagua, cacao, tobacco and vegetables are shipped. Connection with the interior is made by rail to El Diviso, and thence by road to Pasto in the north or Ipiales in the south. Population, 35,324. Note: Almost totally destroyed by fire in 1947.

Tunja, the chief city of the Department of Boyacá, stands at an altitude of 9,337 feet. The climate is cold. Mean temperature, 55°F. It is one of the oldest cities in the New World and has some Spanish buildings of remarkable interest. The population is 25,800. There is a road from Tunja to Puerto Aquileo, opposite Puerto Berrio on the Magdalena River. Tunja is reached by road or railway from Bogotá in 5 hours.

Hotel:—España.

Zipacquirá, with 12,200 population, centre of a rich cattle-farming district north of Bogotá, is connected with the capital by the Del Norte Railway. Rock salt is mined on a large scale, but there is said to be enough for the whole world for a hundred years. The Government is erecting a Caustic Soda plant. Road to Ubaté.

PHYSICAL FEATURES.

Colombia, in the extreme north of the continent, with land frontiers abutting upon Panamá, Venezuela, Brazil, Peru and Ecuador, has an area estimated at 439,530 square miles. There are coast-lines of 641 miles upon the Caribbean Sea, and 468 miles on the Pacific.

The chief features of the Republic's topography are the three ranges of Cordilleras of the Andes, running roughly parallel north and south, and having a general elevation along the whole length of their crests of from 10,000 to 14,000 feet. Isolated from the coast, and from each other by these vast ranges, lie the chief markets of the Republic. Unfortunately for the development of the country the districts of greatest fertility and commercial importance are the most remote and difficult of access. The largest distributing centre of all, the city of Bogotá, the national capital, situated 8,600 feet above sea-level, is 750 miles from the northern ports and 450 miles from Buenaventura. Freight communications with the former, the natural outlets, are conducted by railway as far as Puerto Salgar, and from there by the Lower Magdalena to Barranquilla. This journey involves one transshipment, and may occupy a week or more, depending upon the condition of a most unreliable and incalculable river.

The Antioquia market is somewhat less remote, particularly since the completion of the tunnel which joins the two sections of the Antioquia Railway, allowing goods to be hauled without transshipment from the Lower Magdalena river port of Puerto Berrio to Medellín, the centre of the market. There is now a direct rail communication with Cali, and so with Buenaventura, and a road links Medellín with the Departments of Caldas and Valle. Medellín imports can now be made *via* Buenaventura. The third market, including the districts of Cali, Manizales and Popayán, enjoys normal transport facilities by way of the Port of Buenaventura and the Pacific and Caldas Railways. The remaining markets, all of secondary importance, notably the Pasto, Bucaramanga and Pamplona markets, are still more remote and difficult of access, except by air.

A large proportion of cargo for Bogotá is now handled *via* Buenaventura. It is transported by rail to Armenia, from Armenia to Ibagué by road, and on by rail to Bogotá. Although more expensive this route saves much time.

The main river is the Magdalena, over 1,000 miles long, navigable for 825, and fed by 500 tributaries. It rolls between the Eastern and Central Cordillera, and 200 miles from the sea is joined by the Cauca from the valley of the Western Cordillera. The Magdalena emerges from the valleys into the broad tropical plain of the northern coast.

Altogether the rivers, which are the chief means of communication, can be navigated for about 2,500 miles. Many of the river courses are broken by falls, one of which, on a tributary of the Magdalena, ranks with the great waterfalls of the world.

Tequendama Falls, upon the Bogotá or Funza River, are 20 miles from Bogotá and set in an amphitheatre of forest-clad hill sloping

to the edge of a rock-walled gorge. Above the escarpment the river contracts to 20 yards or 30 yards in width ; the sheer fall is 443 feet.

Every variety of **climate** is to be found, from the tropical conditions of the coast to the temperate and cold climate of the mountains. Climate is entirely a matter of altitude.

The eastern and mountainous parts are the most populated, and here the climate is temperate or cold. The hot regions are the deep valleys of the Patía and Magdalena Rivers, the Pacific coast Intendencia, of Chocó and the low lands southward to the frontier of Ecuador. There are no regular seasons common to the whole country. Summer is understood to be the dry season and winter the wet season, and as a rule these alternate about every three months, but in the northern and eastern portion the rains last as long as six months. In the Chocó district on the Pacific it rains in the afternoon and evening all the year round.

Departments.	Population.	Capital.	Population. 1945.
Antioquia	1,487,742	Medellín	300,000
Atlántico	341,848	Barranquilla	211,960
Bolívar	918,734	Cartagena	103,040
Boyacá	769,213	Tunja	28,000
Caldas	948,296	Manizales	112,250
Cauca	410,282	Popayán	38,845
Chocó	119,245	Quibdó	31,879
Cundinamarca	1,339,048	Bogotá	452,090
Huila	229,914	Neiva	38,638
Magdalena	406,199	Santa Marta	42,102
Nariño	520,555	Pasto	61,067
Santander Norte	394,697	Cúcuta	73,562
Santander	694,169	Bucaramanga	66,738
Tolima	656,598	Ibagué	80,691
Valle del Cauca	818,739	Call	139,600
Intendencias :—			
Amazonas	6,414	Leticia	1,674
Meta	59,907	Villavicencio	39,981
SanAndrés y Providencia	6,745	San Andrés	4,390
Comisarias	294,847	—	—

An estimate for 1948 gives the **population** as 10,777,000. Pure Indians from 398 tribes form about 7 per cent. of the population, pure negroes about 5 per cent., and the remainder consists of white 30 per cent., mixed races 40 per cent., and mulatto, 18 per cent. About 33 per cent. live in cities.

GOVERNMENT.

The **constitution** of 1886 was revised in 1945. The Republic consists of 15 Departments (subdivided into 808 Municipalities), which enjoy partial autonomy and elect their local legislatures. The whole is under the control of a President elected by popular vote for four years ; he is supported by Ministers appointed by him. The Parliament consists of a Congress of two Chambers, the Senate and the House of Representatives. The senators (one for every 120,000 inhabitants and one additional for each fraction over 60,000), and the deputies (one for each 50,000) are elected by popular vote. Citizenship now attaches to all Colombians over 21, but

women are excluded from the electorate and elective office.

The three Intendencies and six Commissaries are administered directly by officials appointed by the Executive. The Congress, composed of the two Houses, meets at Bogotá on July 20 for a session of 150 days. The Departmental Governors, the Intendencies and Comisarios are directly appointed by the President.

Liberty of speech and the freedom of the Press are absolute. The standard of public honour is fairly high. Education is free, but not compulsory.

PRESIDENT.

Dr. Mariano Ospina Pérez (1946).

MINISTRY.

Foreign Affairs	Eliseo Arango.
Interior	Luis Ignacio Andrade.
Public Works	Victor Archila Briceño.
War	Ten. Gen. Rafael Sánchez Amaya.
Finance	Hernán Jaramillo Ocampo.
Education	Manuel Mosquera Garces.
Agriculture	José Elias del Hierro.
Communications	Gen. Gustavo Rojas Pinilla.
Labour	" " " "
Health	Evaristo Sourdis.
Trade & Industries	Jorge Cayelier.
Mines and Petroleum	Juan Guillermo Restrepo Jaramillo.
Justice	Gen. Miguel San Juan.

The national religion is Roman Catholicism. There are four archbishoprics, viz., Bogotá, Cartagena, Medellín, and Popayán.

There is complete freedom for other religious creeds which do not contravene Christian morals or the Law.

NATURAL RESOURCES.

Agricultural Products :—Colombian coffee is mild, resembling the Central American rather than the Brazilian variety, and is grown chiefly by smallholders. The Department of Caldas (Manizales district), has most trees and produces about 30 per cent. of the total. Next in importance are Antioquia (Medellín district), Cundinamarca (Bogotá), Santander del Norte (Cúcuta), Tolima and Santander (Bucaramanga). On a much smaller scale the crop is grown also in the El Valle, Magdalena, Cauca, Nariño and Huila Departments. It is estimated that 879,481 acres of land are given over to coffee, and that the trees in bearing number 631,689,000. Colombia is the second largest producer in the world. Total production was 5,500,000 bags in 1946-47, and much the same in 1947-48. About 93 per cent. of the crop goes to the United States, which imposes an import quota. Internal consumption is 462,500 bags. Coffee is 73 per cent. of all exports.

Coffee culture is the main industry and is carried on in "fincas," generally 2,000-7,000 feet above the sea. A yield of about 2½ lb. per bush is normal, and the best Medellín coffee, known as "Excelso," commands the highest price in the market. Coffee can be picked almost all the year round, giving the cultivator a more or less constant income. This prevents seasonal booms and slumps, enables the transport services to work evenly, and steadies the price by regulating the advent of coffee in the market.

The quality is jealously guarded, and importation of seed from other countries is forbidden. High prices are realized in the inter-

national market, and the economic prosperity of the country is chiefly dependent upon this crop. Exports: 1948—5,587,535 bags, value \$225,210,814; 1949—5,409,653 bags, value, \$242,276,072.

Banana growing is the chief industry of the Santa Marta district, where the banana zone extends for some 50 miles along a narrow shelf of lowlying land on the west side of the Sierra Nevadas from the town of Cienaga to the end of the railway at Fundacion. The United Fruit Company owns about one-fifth of the banana estates, and the rest are in private hands. Exports from the Port of Santa Marta: 1948—4,417,000 stems, value, \$10,351,000.

Tobacco, cultivated for local use in most parts of the country, is produced for export chiefly in the El Carmen district of Bolívar, in Santander, near Bucaramanga, and in Tolima, near Ambalema. A large part of the surplus goes to the United States. The climate is especially favourable, and with care high-class leaf can be grown. Production is about 19,000 metric tons. Cigars and cigarettes made from national tobacco are exported on a considerable scale. Export of leaf, 1947—3,519 m. tons, value \$2,985,493.

Cotton is grown upon a small scale in most parts of the country, but on a commercial scale only in the Departments of Tolima, Atlantico, and Magdalena. The fibre is strong, but mixed in quality, with highly superior and inferior varieties growing side by side. The Cauca Valley is the best area for more cotton culture. On the plateau 9,000–10,000 feet above the sea there is a black soil resembling that of Texas, with a nearly constant temperature, a sufficient rainfall, and a fairly industrious population of 300,000, now growing tobacco. The eastern part of Antioquia also promises success.

Cotton is used by hand-spinners in country districts, and the supply coming to market is not enough for the needs of the Colombian mills. Production of cotton is estimated at 10,000 m. tons. Consumption is about 25,000 m. tons.

Most of the **sugar** is produced on huge estates of from ten to twenty thousand acres. In some places the cane grows without irrigation. There are small plantations in many districts, and large areas of undeveloped lands are available, notably in the Cauca Valley. The industry is protected by tariff and is controlled by the Sociedad Seccional de Credito Azucarero. White refined sugar production in 1949 was 140,000 m. tons, with a domestic consumption of 90,020 m. tons. Panela production is about 670,000 m. tons.

The **tagua** or vegetable ivory nut, used to make buttons, is an important natural product. There are groves of ivory-nut palms in the lowlands along both coasts and on the banks of the Magdalena, the Atrato, the Sinú and other rivers. The nut when dried and cut, looks like ivory, and can be sawn, carved, polished and dyed. The very good nuts from the Atrato region are shipped from Cartagena.

Rubber trees of the *Brasiliensis* and *Guyanensis* type abound along the eastern rivers. The Magdalena and Atrato have other sorts of rubber, *balatá* and *chicle*. Perillo gum exports, 1947—577 m. tons. Exports of *balatá* were 215.5 m. tons, value 537,607 pesos, in 1947; 46.5 m. tons, value 103,328 pesos, in 1946.

Cacao, native to the country and abundant at the lower levels, is little cultivated. Annual production is about 10,500 metric tons.

Drugs :—The balsams of copaiba and tolu are collected on the lower Magdalena, and exported. Tolu gets its name from a small Colombian town.

Sarsaparilla, ipecacuanha, Winter's bark, vanilla, Tonka bean, castor-oil seed, cinchona, and curará, are all produced. There is gum copal, locally known as algarrobo, up the Carare River, and ginger is indigenous in the Valle Dumar. Cinchona export, in the form of quinine and its salts, was 3,831 kilos in 1947. Ipecacuanha exports were 13,500 kilos.

Fibres :—Agave or sisal plants abound. Although there is little systematic large scale cultivation, Colombia produces enough fibre for her packing-sacks, rope, twine, and the sandals (alpargatas) used by the poor.

The Figue fibre is widely-used in making coffee sacks. It grows wild. The production is now close on 40,000,000 lb. a year. The coffee-bag industry is protected by a tariff upon jutebags. Pita fibre from a plant of the pineapple family is used to make fishing nets. There are large natural plantations in the Departments of Huila and Choco.

Dividivi, a Colombian plant used for tanning leather, might be commercialized, but up to now has not received much attention. The quality is said to be very good. The tree grows wild, chiefly in the Goajira Peninsula. Export, 1946—4,656 metric tons.

The **Livestock** population of Colombia (1945) was as follows :—Cattle, 12,334,000 ; sheep, 1,000,000 ; goats, 630,000 ; (1937), hogs, 1,544,617 ; horses, 925,733 ; mules, 453,232 ; donkeys, 288,455. Some 1,360,870 cattle were slaughtered in 1948. 21,953 were exported on the hoof in 1947.

Vast areas are suitable for grazing, and improved breeds of cattle have been introduced. The llanos of Eastern Colombia and the Cauca and Patia valleys have large possibilities.

The export of hides and skins is important. Colombian hides are of very good quality, and command fair prices. The internal tanning industry takes the inferior hides for the most part. Exports of cattle hides, 1947—4,956 m. tons, value \$7,140,039.

There is a small export of the more exotic skins—reptile, alligator, "babilla," and iguana.

Wheat and Maize are raised in the higher lands. Primitive methods of agriculture have been general, and ploughing is little done except upon the plateaux. Wheat production (mainly in Cundinamarca, Boyacá and Narino) was 178,880 m. tons in 1948, well below Colombia's requirements. Maize production is about 620,000 tons ; barley, 26,000 m. tons ; yucca, 1,054,000 m. tons.

Rice, a staple food, is grown near Cartagena and Calamar and in the western part of the country in the Cauca Valley. Production is 130,000 m. tons of milled rice annually, more than enough for local needs. Export, 1949—740 m. tons.

A great variety of **fruits** is found, including oranges, mangoes, avocados, papayas, pineapples, and quince. There is a cannery at Bucaramanga to handle pineapples for local consumption.

There has been a greatly increased production in recent years of coconuts along the Atlantic coast ; of sugarcane on the Atlantic

coast, in the Cauca Valley and Cundinamarca ; of cotton, potatoes, and of beans, yucca, chick-peas and lentils. The cultivation of peanuts for the factories distilling peanut oil is increasing rapidly around Muzo (Boyacá) and San Antonio (Cundinamarca). So is the growing of other vegetable oil seeds, notably sesame (8,000 m. tons).

Pearling is carried on by native divers on the north coast, and especially off the Goajira Peninsula. There are pearl banks also in the Pacific, near Guapi. Pearling boats are licensed and limited in number, and the fishing seasons are regulated. The catch was marketed in Paris, and a quarter of the proceeds go to the Government.

LANDS AND FORESTS.

Colombia has immense areas of untilled lands known as **baldíos**. They are State lands, or lands which must revert to the Nation in accordance with Art. 56 of the Fiscal Code. There are baldíos in all parts of Colombia, but the largest areas are along the coasts (where ivory-nut is obtainable), over the Eastern llanos, covered with natural pasture, and in the region of the Amazon River, covered with rubber trees. The Nation cannot transfer these baldíos by sale, but is allowed to adjudicate them in perpetuity.

The Colombian forests are computed to cover 150 million acres, and there are four main types : Mangrove woods on the Caribbean coast ; dry, thorny forest on the Goajira Peninsula ; tropical forest extending to 5,000 feet altitude along the course of the rivers ; oak, pine, walnut, and willow forest on the higher lands. Little timber has been exported.

Colombia has very few building woods but several kinds are suitable for furniture, interior house finish, and such uses. A few especially valuable hardwoods are used for making mechanical implements, dyes, and certain tannic-acid preparations.

MINERAL WEALTH.

Oil :—Production on a commercial scale has been confined to the middle Magdalena, about 400 miles from its mouth, and to the Catatumbo field, near Cúcuta. The Casabe field in Antioquia, and the llanos south of Villavicencio, may well prove important. Petroleum accounts for 16 per cent. in value, of all exports. Of the total investment in the industry, 71 per cent. is from the U.S. ; and 15 per cent. from Great Britain.

The Tropical Oil Company started producing in 1919. The company pays a royalty to the Government of 10 per cent. on the gross production of the wells. Its concession is in the Department of Santander, from the river Sogamoso in the north to Carare in the south. It has a frontage of 30 miles on the Magdalena, and extends 60 miles inwards towards the interior. A double pipe-line, 335 miles long, and with a capacity of 50,000 barrels daily, has been built from Barranca Bermeja, on the Magdalena, to Mamonal, 10 miles across from the Bay of Cartagena. There is a refinery at Barranca Bermeja manufacturing gasoline, asphalt, lubricants and other by-products.

In 1931 the Barco Oil Concession was granted to the South

American Gulf Oil Company, and a pipe line has been built from the Catatumbo oil wells of Santander del Norte at Oru, to Coveñas, on Cispata Bay in the Caribbean. It is 263 miles long and has a potential capacity of 70,000 barrels a day.

Production of petroleum, in barrels (42 gallons each) :—

		Barrels.			Barrels.
1926	..	6,443,527	1945	..	22,824,000
1941	..	24,639,000	1947	..	24,981,000
1943	..	13,379,000	1948	..	23,801,000

Refinery through put : 1947—7,157,000 barrels ; 1948—6,595,000 barrels.

Oil Exports : 1947—19,595,699 barrels, value U.S. \$37,315,000 ; 1948—18,831,621 barrels, value U.S. \$47,875,440.

Emeralds :—The only mines in the Republic, indeed in the whole world except Siberia, are the Chivor mine, rediscovered about 30 years ago, and the famous Muzo mine, worked of late years by the Government. Veins of green quartz are broken up by pick and crowbar, the matrix is washed in a sluice and searched for gems, which were sold in Paris. The Indian workers live in compounds. Colombia is the largest source of emeralds, and has exported these stones for four centuries.

The Department of Antioquia and the mountains between the Cauca and Magdalena Rivers are rich in **gold**. The deposits near the Marmato and Supia are especially valuable. Gold has been found near Neiva on the Upper Magdalena, and in the gravel of all the rivers flowing into the Pacific, where it is worked by mechanical dredgers. Colombia is the largest South American producer of gold. Production, 1947—383,027 oz. troy ; 1948—335,260 oz. troy.

Silver is also found, although in smaller quantities than gold. Nearly all the Antioquia and Caldas mines produce both metals in variable proportions. The mines of Santa Ana, La Manta, El Cristo, and San Juan, in Tolima, are national property. Output of silver, 1947—110,829 oz. troy ; 1948—108,716 oz. troy.

Platinum occurs with gold. The two most important regions are the river Patia and its tributaries to the south, and the headwaters of the rivers Atrato and San Juan. The centre of greatest production is the river Condoto. Colombia is the second chief source of this metal, which is mainly obtained by dredging. Production: 1947—43,835 oz. troy ; 1948—40,047 oz. troy. Exports : 1946—43,835 oz. troy, value \$3,709,000 ; 1947—38,715 oz. troy, value \$3,144,102.

Copper ores are found in Santander, near Ocaña and Velez ; in Boyacá, near Moniguica and Santa Rosa ; and in Antioquia ; but owing to their inaccessibility are not worked.

Nearly all the **Coal** production of Colombia is from the Cali district, which includes the area in the Cauca River Basin and east of the Cordillera Occidental. All the important coal mines are near the cities of Cali, Bogotá and Medellín. Total production is 415,400 metric tons a year.

Salt mines and springs are abundant in Zipaquirá, about 30 miles from Bogotá. The deposits, worked by the Government since Colonial days, are now administered by the Bank of the Republic, which also controls the salt evaporated from sea-water on the Caribbean coast. Production of mined and sea-salt was 121,247

tons in 1947, 124,081 tons in 1948.

Other Mineral Products.—Sulphur, marble, mica, manganese, quartz, opals, a sandstone which is highly valuable in construction work, basalt and natural phosphates are also found in large deposits throughout Colombia. There is some lead in Boyaca.

INDUSTRIAL DEVELOPMENT.

In manufactures the Republic is dependent upon foreign supplies, except in a few cases, mostly luxuries, i.e. beer, aerated waters, chocolate, national alcoholic drinks, cigars, cigarettes and matches.

The industries whose production is auxiliary to overseas supplies are relatively more important. The chief of these is the textile industry, others are leather, glass, footwear, cement, soap, candles, earthenware, plastic table ware, brush and box making, bricks, woodwork, nails and wire. Relatively important industries dependent upon agricultural products are coffee, flour and sugar and saw mills; there is also a wood drying plant in Bogotá. Cement production in 1948 was 363,749 m. tons. A steel mill in Medellín turns out 250 metric tons a month of reinforcing bars.

Cotton spinning and weaving is carried on upon an important scale in Medellín, Bogotá, Barranquilla, Calí, Samacá, and Manizalea, and increasing proportions of the cotton cloths worn by the working classes are manufactured in Colombian mills. There are 15 cotton mills with 7,000 looms and 300,000 spindles consuming 24,000 m. t. and producing 176,902,000 yards of cloth, or 75 per cent. of local needs. There is one paper mill at Barranquilla producing 5,000 metric tons a year.

Artificial silk cloths are being produced in increasing quantities, and there are 2 rayon plants. The production of woollen suitings, blankets and "Ruanas" is steadily improving both in quantity and quality. Nearly all these fabrics are woven from imported yarns. The hosiery and knitwear industry has made considerable progress in recent years.

There is a local industry in carpet-making from fique, or local hemp. There is also some cottage weaving of blankets, "Ruanas," and rugs, particularly in the uplands and more remote districts. Cotton textile exports were valued at \$3,003,474 in 1947.

Development in the chemical industry is proceeding steadily, particularly in the production of drugs, pharmaceuticals, and toilet preparations. Of late, production of chemical products has been carried out by 28 factories. The chief products are carbon dioxide, matches, toilet soap, cologne water, and toilet powder. Products of the Chemical-pharmaceutical laboratories are numerous.

Panamá hats:—Hats are plaited mainly in the Department of Caldas, Nariño, and Antioquía. The larger part of the export trade is with the United States. Exports: 1946—299,233 units, value \$595,285; 1947—181,837 units, value \$354,099.

The demand for footwear is largely supplied from within the country, mainly from Calí, Barranquilla, Bogotá, and Cartagena. The tanning industry is not very far advanced, but there is an up-to-date tannery in Bogotá. There are one or two small tanneries in all the cities.

There are about 20 breweries in the country. A bottle factory

is associated with the largest brewery in Bogotá, and another is being built at Medellín.

There are electric light and power plants in all important centres. The water-power resources are estimated at 4,000,000 horse-power. Electricity generated in 1947 was 508,600,000 K.W.H.

Public Debt.

	INTERNAL.	EXTERNAL.
Jan. 31, 1947 ..	282,782,684 pesos ..	145,464,017 pesos.
Service on the external loans was suspended in 1932, but was partly resumed in 1933		

Imports and Exports.

	IMPORTS.	EXPORTS.
1945	281,182,000 pesos ..	246,175,000 pesos
1946	403,043,000 " ..	351,836,000 "
1947	638,625,000 " ..	446,272,000 "
1948	591,952,000 " ..	492,258,000 "

Note: These figures show the gross exports and imports. To obtain the net figures add to the imports 12 per cent. for freights, insurance, etc., and deduct from the exports the following items exported by foreign countries, the value of which does not enter Colombia: oil, 100 per cent., bananas, 30 per cent., platinum, 32 per cent.

In 1948 the U.S.A. supplied 73.5 per cent. of the imports and took 82.5 per cent. of the exports, excluding gold.

British Capital:—According to the *South American Journal*, £5,334,047 of British money invested in Colombia was quoted upon the London Stock Exchange in 1948. Average interest on this was 3.8 per cent., and no interest was paid on £1,143,647. The investment is distributed as follows: Government Bonds, £3,096,076; Railways, £1,744,008; Miscellaneous, £493,693. U.S. direct investment is \$111,616,000.

INLAND TRANSPORT.

The topography of Colombia presents grave difficulties for road and rail communication between one part of the country and another, but civil aviation has magically solved the problem. Colombia is to-day well covered with a closely interlocking network of air routes with international connections. The ganglions of the system are at Bogotá, Barranquilla, Medellín and Cali. Main lines connect these centres with two or more flights daily, and feeder lines serve outlying and less important points several times a week.

Most of the internal lines are flown by Aerovias Nacionales de Colombia (AVIANCA) which, as a subsidiary of Pan American Airways, is linked up with that system's international routes to the north and south.

Colombia and Venezuela are reciprocally served by the Colombian LANSÁ (Bogotá to Caracas) and the Venezuelan LAV (Caracas to Bogotá). These lines are starting a similar service between Bogotá, Maiquetía, Maracaibo and Barranquilla. LANSÁ has a wide internal network.

The Uraba-Medellín Central Airways (UMCA), serving Medellín from Balboa (Canal Zone), is now making regular flights in connection with AVIANCA.

The Royal Dutch Airlines (KLM) flies the route Curacao—Aruba—Barranquilla—San José (Costa Rica) daily.

AIR FRANCE flies from Martinique to Barranquilla via Port of Spain, Barcelona, La Guaira, and Maracaibo.

SAM Aerotransportes (Sociedad Aerea de Medellín) has a fairly extensive internal network and flies to Miami. It carries mail and cargo.

The Sociedad Aerea del Tolima, S.A. (SAETA) connects Ibagué and other important Colombian cities. The municipalities of the Department of Bolívar are

served by the *Compania de Taxis Aereos Boliviar, S.A.* The shipping line, *Naviera Colombiana*, flies an air cargo service between Barranquilla and La Dorado. *TACSAL* operates from Barranquilla and Cartagena to Tumaco; and *LATCO* runs international cargo services.

Otherwise, inland waterways are the chief means of transport both for passengers and goods. Several steamboat companies work regular services on the Magdalena River, from Cartagena and Barranquilla to La Dorada; on the San Juan, from Buenaventura to San Pablo; on the Patía and Telembi, to Barbacoas; on the Zuila, from Puerto Villamizar to the Venezuelan port of Maracaibo; and on the Meta, from Orocué to Ciudad Bolívar in Venezuela.

Magdalena River Services:—The navigation of the Magdalena River divides itself into three stages:

1. Barranquilla—La Dorada and Puerto Salgar (560 miles) by 500-ton steamers.

Among the ports of call on the Lower Magdalena are:

Calamar.	El Banco.	Bodega Central.	Barranca.
Plato.	Tamalameque.	Badillo.	Puerto Berrio.
Zambrano.	La Gloria.	Bocas del Rosario.	Puerto Lievano.
Magangué.	Gamarra	Puerto Wilches.	Puerto Salgar.

Navigation above La Dorada has been suspended for many years, but two cargo boats have now been put in service. All passengers for Bogotá disembark at Puerto Salgar and go on by train.

A railway (72 miles) avoids the rapids between La Dorada and Beltran. From Beltran to Girardot is 57 miles.

On the Upper Magdalena service the principal ports are:

Ambalema.	Nariño.
Guataquí.	Upito.
La Vega.	

South Colombia:—Five river routes have been established on the Amazon, Putumayo and Caquetá rivers. They are: From Tagua to Venecia; from Tagua to Puerto Rico; from Leticia to Puerto Asís; from Leticia to Manaos; and from La Pedrera to Tefé.

The Atrato is navigable between Cartagena and Quibdó, 310 miles. The Sinu river is also navigable for a considerable distance.

The **railways**, (see map), owned severally by the National Government, Provincial Governments, and private enterprises, function chiefly in connection with river transport. Colombia has 2,150 miles of railway, of which 1,363 miles are owned by the Government.

Except in the neighbourhood of Bogotá and Medellín good roads are scarce, but two great trunk roads are already open. They connect with one another and are complemented by railways and navigable rivers.

1. The Eastern Trunk Highway runs as follows: the Venezuelan frontier via Bucaramanga and Tunja to Bogotá; on via Girardot to Murillo, where it joins the North to South road.

2. Western Trunk Highway runs: Rumichaca, on the Ecuadorian border — Ipiales — Tuquerres — Pasto — Popayan — Cali — Cartago — Pereira — Manizales — Sonsón — Medellín — Yarumal — Puerto Valdivia, and on to Turbo, on the Gulf of Uraba. There is a road from Medellín to Bogotá, and another to Cartagena.

Altogether there are 6,250 miles of motor roads and 35,450 miles of other roads.

CURRENCY, WEIGHTS, AND MEASURES.

Currency :—Under the law of June 1907, the monetary unit is a gold peso equal to one-fifth of a pound sterling. Gold standard suspended 25th September, 1931; exchange control operative since same date. Gold parity is 102.77 pesos per U.S. \$100. The market rates for January, 1950, were 195.10 pesos buying, 196 pesos selling, per U.S. \$100; and 5.45 pesos buying, 5.50 pesos selling per £ sterling.

The coins actually in circulation are as follows :—

Copper-Nickel coins	1, 2, and 5 centavos.
Silver coins	half-peso, 10, 20 and 50 centavos.
Notes	$\frac{1}{2}$, 1, 2, 5, 10, 20 and 50 pesos.

Weights and Measures :—The metric system is in general use, but the following measures are constantly found :—

1 vara cuadrada	= 0.64 square metres.
1 fanegada	= 6,400 square metres = 1.5808 acres.
1 vara Granadina	= 0.80 metres.
1 cuadra	= 100 varas = 80 metres.
1 legua (3 miles)	= 62.50 cuerdas = 5,000 metres.
1 cuarta	= 0.20 metres.
1 pulgada (inch)	= 0.025 metres.
1 arroba	= 25 libras = 12.50 kilos.
1 libra	= 16 onzas = 0.50 kilo.
1 tonelada	= 80 arrobas = 1,000 kilos.
1 saco	= 5 arrobas = 62.50 kilos.
1 carga	= 10 arrobas = 125 kilos.

PUBLIC HOLIDAYS.

January 1 : New Year's Day.	June 29 : SS. Peter and Paul.
January 2 : Bank Holiday.	July 19 : Bank Holiday.
January 6 : Epiphany.	July 20 : Independence Day.
March 19 : St. Joseph.	August 6 : Bank Holiday (Bogotá).
March 20 : Bank Holiday.	August 7 : Battle of Boyacá.
March : Maundy Thursday.	August 15 : Assumption.
March : Good Friday.	October 11 : Bank Holiday.
March : Holy Saturday.	October 12 : Discovery of America.
May 1 : Labour Day.	November 1 : All Saints' Day.
May 6 : Ascension Day.	December 8 : Immaculate Conception.
May 27 : Corpus Christi.	December 25 : Christmas Day.

THE PRESS.

The principal newspapers are :—

BOGOTÁ : "El Tiempo," "El Espectador," "El Liberal," "La Razon," and "El Siglo." "Diario Oficial" is the official gazette.

SANTA MARTA : "El Estado."

PASTO : "Renacimiento."

QUIBDO : "A.B.C."

MEDELLÍN : "El Colombiano," "La Defensa," "El Correo," "El Diario."

BARRANQUILLA : "La Prensa," "El Herald," and "El Nacional."

CARTAGENA : "Diario de la Costa" and "El Figaro."

MANIZALES : "La Patria."

CALÍ : "Diario del Pacífico," "Relator."

POSTS AND TELEGRAPHS.

The internal postal tariff for letters is 4 centavos per 15 grammes local, 6 centavos non-local; letters to the United States and members of the Pan-American Postal Union cost 6 centavos for each 20 grammes. On European letters the charge is 16 centavos per 20 grammes; and 2 centavos per 50 grammes upon printed matter. Outward letters from Great Britain cost 3d. for the first oz., and 1½d. per oz. after. Air mail from the United Kingdom, see page 30. Air mail to the United States is 35 centavos for each 10 grammes or fraction.

Telegrams are 3 cents per word ordinary dispatches, and 6 cents

for "extraordinary," with preference over all others. There are 25,012 miles of wire, and telegraphic communication is possible between all parts of the country.

Wireless messages from Bogotá (Cerrito Station) to Great Britain cost 49 centavos per word; to New York 39 centavos per word. There are wireless stations at Cartagena, Barranquilla, Santa Marta, Cali, Medellín, Puerto Colombia, Bogotá, and important inland towns.

All America Cables & Radio, Inc., provides communication with all parts of the world through its stations at Barranquilla, Bogotá, Buenaventura, Cali, Cartagena, and Medellín.

Telephones :—All the cities and towns of any importance have telephone services. There is a network of long distance lines and radio-telephone stations providing for both domestic and international services.

Information for Passengers.

Routes :—The quickest route from England is by air to New York and thence either by Pan-American World Airways or by the Grace Line to Barranquilla (4 days) and Cartagena (4 days); United Fruit Company to Puerto Colombia (5 days) and Cartagena (7 days); West Coast Line *via* Panamá Canal to Buenaventura (10 days).

Alternative routes from the United Kingdom: Pacific Steam Navigation Company's vessels to Buenaventura from Liverpool; Elders and Fyffes from Avonmouth to Kingston, Jamaica, and thence by United Fruit Company to Barranquilla.

From the coast, the usual and most convenient connection with Bogotá and intermediate towns is by air. There are daily air services from Barranquilla and Cartagena to Bogotá and other centres. There is a daily service from Buenaventura to Cali, from which train connections radiate to all parts of Colombia.

Clothing :—In all the principal towns which the traveller is likely to visit except Bogotá, Manizales, and Medellín, light clothing—light weight woollens, palm beach or white drill are suitable. In Bogotá, Manizales, and Medellín medium-weight clothing is worn all the year round. A dual-purpose raincoat and overcoat is useful.

New tourist regulations were enacted on December 20, 1948, authorizing the issue of tourist cards by licensed carriers or tourist agencies. Such tourist cards, valid for 60 days, do not require a passport. The tourist need only obtain a return ticket or a ticket to continue the trip beyond Colombia to be eligible for a tourist card. Responsibility for the issuance of such cards is placed directly on the issuing carrier or agency. There is a fee of 5-pesos for the issuance of each tourist card. Tourist visas, also valid for 60 days, may be issued by Colombian Consuls upon presentation of passport, good health certificate, and proof that the tourist may return to the country of his origin, or has an entry permit to some other country. During the 60-day period the tourist may leave and return to Colombia without the necessity of another visa. Holders of tourist visas or tourist cards are not required to appear before the police authorities after their arrival in Colombia, and when leaving are exempted from clearing with income-tax authorities and also from obtaining departure permits from the National Police.

Visitors are advised to carry references from public and private bodies in the United Kingdom.

The maximum amount of personal luggage admitted free of duty is 150 kilos per adult ; 75 kilos for children over ten years, or 50 kilos for younger persons. The maximum for immigrants is 500 kilos.

Cost of Living :—The cost of living varies considerably in different places, but is high everywhere, and still rising. Bogotá middle class cost of living index : 1940=100 ; Dec. 30, 1949=268.4. Barranquilla, Cali, and Medellín are slightly less expensive to live in than Bogotá.

A single man needs \$600 a month, and a married man \$800. These are the absolute minima.

Guidance for Commercial Travellers.

Commercial travellers do not pay a deposit upon entry. A Tourist Visa (see above) has less formalities attached to it and gives much greater freedom of movement.

Special licences are not required where any orders obtained are to be effected through a local representative, but are necessary where a visitor intends to sell goods or accept orders himself. They may be obtained from the Chamber of Commerce in the first town visited but will be valid throughout the country.

See "Hints to Business Men Visiting Colombia," free from the Export Promotion Dept., Board of Trade.

A COLOMBIAN CALENDAR.

- 1499. Alonso de Ojeda visits Cape Vela.
- 1501. Rodrigo Bastidas explores the coast from Riohacha to the Isthmus of Panamá.
- 1502. Columbus arrives at Colombia.
- 1519. City of Panamá founded.
- 1524. Francisco Pizarro explores the Colombian coast.
- 1525. Rodrigo de Bastidas lands at Santa Marta, where he establishes a settlement.
- 1528. The Emperor Charles V grants colonial concession to the German Welsers.
- 1533. Pedro de Heredia appointed Governor. Found the city of Cartagena.
- 1538. Various defeats of Chibcha Indians. City of Bogotá founded.
- 1564. Spaniards proclaim New Granada a Presidency.
- 1596. Porto Bello invaded by Drake.
- 1610. Tribunal of the Inquisition established.
- 1668. Porto Bello invaded by Morgan.
- 1713. Great Britain granted exclusive privilege of importing African slaves.
- 1728. Foundation of the Compañía de Guipuzcoa.
- 1739. Kingdom of Granada formed into a Vice-Royalty.
- 1767. Jesuits expelled.
- 1810. Colombia proclaims its independence of Spain.
- 1819. Simon Bolívar's victory at Boyacá.
- 1825. Independence of Colombia recognized by Spain.
- 1830. Death of Bolívar.
- 1831. Ecuador secedes from the Colombian Confederation.
- 1843. President Alcantara Herran reforms the Constitution.
- 1850. President Lopez carries out the law suppressing slavery.
- 1861. Mosquera Revolution.
- 1871. New Granada rechristened Colombia.
- 1878. Boundary dispute with Costa Rica settled.
- 1883. Boundary dispute with Venezuela submitted to Spain for settlement.
- 1899-1902. Civil War.
- 1903. Panamá asserts its independence of Colombia.
- 1921. Colombia recognises Panamá as an independent State.
- 1922. Frontier treaty made with Peru.
- 1934. Leticia dispute settled.
- 1938. Fourth Centenary of Bogotá.
- 1943. Declares war on Germany and Italy.
- 1948. Pan American Conference. Riots in Bogotá.

BRITISH EMBASSY AND CONSULATES IN COLOMBIA.

The letter (L) denotes that the Consular Officer has authority to register *lex loci* marriages.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
Bogotá	Ambassador Extraordinary and Plenipotentiary.	G. MacKereth, C.M.G., M.C.	
	1st Secretary & H. of Chancery ..	G. H. S. Jackson ..	Republic of Colombia.
	1st Secy. (Comm.) and Consul ..	L. A. Scopes, O.B.E.	
Bogotá	1st Secy (Labour) ..	C. A. Bryer ..	
Bogotá	Vice-Consul ..	A. B. J. Bartlett.	
Cali	(L) Consul ..	A. B. B. Laurence	
Mariquita ..	Consular Agent ..	A. Kippen ..	
Medellín ..	Vice-Consul ..	F. M. Davidson ..	
Barranquilla ..	(L) Consul ..	S. C. Burt-Andrews	
	Pro-Consul ..	H. L. Tyrer ..	
Buenaventura ..	Consular Agent ..	J. D. Parsons ..	
Cartagena ..	(L) Vice-Consul ..	H. Bentley ..	
Santa Marta ..	Vice-Consul ..	E. H. Cockrill ..	
	Pro-Consul ..	K. L. Melville ..	

The United States are represented in Colombia by an Ambassador and Consul at Bogotá, Consuls at Barranquilla, Medellín, Cali, and Cucuta, a Vice-Consul at Cartagena, and a Consular Agent at Buenaventura.

COLOMBIAN EMBASSY AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London	Ambassador Extraordinary and Plenipotentiary.	General R. S. Amaya.
(3 Hans Crescent, S.W.1)	Minister-Counsellor ..	Dr. Don José Joaquín Gori.
	1st Secretary	Dr. Eduardo Nieto Calderón.
	1st Sec.	Sr. Luis Robledo.
	Attaché	Dr. Ernesto Anzola Cubides.
London	Consul-General ..	Sr. Eduardo Angel.
23 Pont Street, ..	Vice-Consul ..	Sr. Jorge Iregui.
	Chancellor ..	Sra. Varinka de Symington.
Liverpool	Consul-General ..	Sr. Emilio Gamba Urdaneta.
(North House, North John Street).		
Glasgow	Consul	Sr. Carlos Posada Gaviria.
(219 Vincent St., C.2.)		

COSTA RICA

For a complete List of the Local and Other Business Announcements appearing in this volume, see the "Index to Advertisers."

Travel :—The quickest and cheapest route from the United Kingdom to Costa Rica is by steamers of the Pacific Steam Navigation Co., or the steamers of Royal Mail Lines and Holland-America Line from London or Newport, Mon., with transshipment at Cristóbal; thence by local service to Puntarenas, or by another line to Limón. As a rule travellers combine their visits to Costa Rica with visits to other Central and South American countries.

The United Fruit Company operate services from New York and New Orleans to Port Limón and from New Orleans to Puntarenas. There is a good and frequent service of steamers of various lines from Colon to Port Limón.

Air Services :—Pan American Airways call at San José on the international route from the U.S. southwards to Cristóbal. The TACA system gives a daily service to all the chief cities of Costa Rica, and inter-republican connections with Colombia, Venezuela, Ecuador, Mexico, and all the Central American states. The Royal Dutch Airlines (KLM) have extended their Curacao-Aruba-Barranquilla daily service to San José.

A Costa Rican Company, MACAYA, flies to Managua (Nicaragua). The Líneas Aéreas Costarricenses (an affiliate of Pan American Airways) has a service between San José and Panamá City, and an internal airmail network. Aerovías Occidentales undertakes freight carriage, and Transportes Aereos Nacionales has a regular air cargo service between Honduras, Havana, and Miami.

Limón, upon the Caribbean coast, the chief port of the country and the main means of access to the capital, has 10,200 inhabitants. It is served by weekly steamers to New York, New Orleans, and by fortnightly and other vessels to Europe. Cristóbal is some 12 hours' sail. The rail distance to San José is 103 miles. A train leaves at 9.30 daily, arriving at 3.57 p.m. (First-class fare, C11.25; chair car, C5.00 extra).

Port Limón is built on the site of an ancient Indian village, Carare, where Columbus landed on his fourth and last voyage to America. To-day it is a very busy port; through it passes most of the country's coffee, bananas, and other products on their way to the markets of Europe and North America, whilst a large proportion of Costa Rica's varied imports are landed here. There are several small ports—Barmouth, Atlanta, and Puerto Viejo—on the east coast, but these are rarely visited by coastal steamers.

There are no well-defined channels of approach, and Port Limón may be termed an open roadstead, but ocean vessels berth at the wharves, where they are well protected. There are two wharves or piers at the port; the larger, the Costa Rican Railway Wharf or Metallic Pier is a metal construction; the smaller is made of wood and is known as the National Wharf or National Pier.

The city is laid out in square, well paved blocks. The bulk of the population is coloured, descendants of British West Indians brought over from Jamaica to work in the plantations. The visitor should see Vargas Park, the Market, the Cathedral and the Miramar Club, with its open air swimming pool. The legal fare for the hire of an automobile is 15 colones per hour, or 2 colones per person for short trips within the city limits.

The narrow gauge railway from Limón to San José skirts the coast for 10 miles. The view from the train presents an almost continuous picture of the surf of breakers, appearing often through groves of graceful palms. The banana plantations are reached at Matina. The River Matina is crossed by bridge and next the Pacuare River. Between Siquirres, an important banana centre, and Turrialba, where the first coffee farms are seen, the railway runs on a narrow ledge poised between mountain and river. On the left are the rushing waters of the Reventazon, and on the right the high-timbered mountains. At Turrialba, the limit of the negro penetration, native women sell fruit to the traveller. In the 62 miles from Limón to Turrialba the train has climbed 2,000 feet. In the succeeding 30 miles it has to climb a further 3,000 feet. The view throughout this section is gorgeous. The whole valley of the Reventazon can be seen at one sweep, the river itself appearing as a narrow ribbon of foam 1,000 feet below the train. At this altitude there is a cool snap in the air as the tropics are left behind and the train attains the central plateau, or Meseta Central, where the climate is more or less constant the year round. Beyond Cartago the Continental Divide is crossed at 5,137 feet. From this highest point there is a gradual descent to the Capital.

Hotels:—Park Hotel, 30 beds, \$3-5 U.S.; Pension Costa Rica.

Cables:—All America Cables & Radio, Inc., Calle 2a, numero 231. Compania Bananera de Costa Rica.

San José, the capital, has a population of 80,000, and stands in a broad, fertile valley at an elevation of 3,816 ft. The climate is temperate, but cold in the evenings. The mean temperature is 70° F., with an annual variation of only 5°. Slight earthquake shocks are frequent. The capital is 103 miles from Limón, 5½ miles from Heredia, and 71 miles from Puntarenas. The products are coffee, cacao and sugar cane. There are a few minor industries.

The architecture is a mixture of traditional Spanish and modern, cheek by jowl. Clean wide asphalted avenues are flanked by spacious shady green parks and modern buildings. The people are dressed in black clothes instead of the expected white drill. There are flower gardens at every turn. The bright uniforms of the military, the coloured shawls worn by women, the ox-carts and the mounted milkmen, diversify the streets. The National Museum contains rare pieces of ancient pottery. The National Opera House is one of the most beautiful playhouses in the Americas. Other buildings worth seeing are the Cathedral, the Raventos and Palace theatres, the Union Club, the Banco Nacional de Costa Rica, the Banco de Costa Rica, and the Temple of Music. The most attractive parks are the Morazán, Central, and España. La Sabana, a level area on the outskirts of the city, contains an aerodrome, golf course, tennis courts, and other recreational facilities. The air-port is at La Sabana.

Hotels:—Europa, 40 beds, \$3.50-6 U.S.; Hotel Rex, \$1.50-2.50 U.S.; Continental, 20 beds, \$1.50-5 U.S.; Gran Hotel Costa Rica, 120 beds, \$5-8 (modern)

Fares:—Fares in San José by tram are 10 and 15 cents from the centre of the town outwards; motor cars can be hired from several public garages from 2 colones upwards according to distance or by the hour at 6 colones, the time counting from garage to return to garage. Two-horse coaches can be hired from 1 colon, or 5 colones an hour, but in both cases, motor cars or coaches, it is recommended that a bargain should be made beforehand. Hand baggage in reasonable quantities is not charged, but no trunks of any kind are taken.

Excursions to scenic spots such as Aserri and Orosi, and to the Irazú and Poas-

volcanoes. Horses are available at the village of San Pedro for the ascent of Poas (really a geyser). There are paved roads to San Ramon (45 miles), Las Nubes (20 miles) and San Antonio de Belén, in a beautiful coffee district.

The Information Bureau of the National Tourist Board is at Las Arcadas, facing the National Theatre.

Rail :—A train for Limón leaves San José daily at 8.00 a.m., arriving 2.15 p.m. A train leaves Limón at 9.30 a.m. daily, arriving at San José at 3.57 p.m. Journey takes about 6 hours. Fares, 11.25 colones. Chair car, 5 colones extra. Baggage, 20 kilos free, excess, 15 cents per kilo. Mid-day breakfast at Siquirres (\$1 U.S.) on the way from Limón to San José. Every day a train leaves San José for Puntarenas at 8 a.m., arriving at 12 a.m., and a daily train leaves Puntarenas at 8 a.m., arriving 12 a.m. at San José. Observation cars are attached to the train. Splendid views. Fares, 7 colones, 50 cents. Stop for mid-day meal both ways, but food poor. Passengers may buy pineapples at wayside stations, and sample a typical native product, the griddle cakes made of banana meal.

There is a local service for Cartago and Heredia and Alajuela and other points, and also a frequent service of motor-buses to these towns and to many villages.

Cables :—All American Cables & Radio, Inc., Calle 1, Avenida Fernandez Guell 2. Compania Radiografica Internacional de Costa Rica : Gran Hotel de Costa Rica.

Cartago, the ancient capital, stands 4,930 ft. above sea-level in a circle of mountains. It is 12 miles from San José, on the Northern Railway Company's line to Port Limón, at the foot of Mount Irazú (11,200 ft.), a volcanic peak. Excursions can easily be made to the crater of Irazú, and upon a clear day the traveller has an exciting view of the two oceans. A motor road is now open from San José *via* Cartago to the National Sanatorium, Lecheria Robert, and Volcan Irazú. The hot springs of Aguas Calientes are 3 miles away.

The population is 13,000. The city was founded 1553, destroyed by earthquake in 1823 and 1910, and severely damaged on other occasions. It is the centre of one of the richest agricultural districts in the country. The suburbs makes its population over 30,618.

Hotels :—Francés, 30 beds, \$1-1.25 U.S. ; Pension Washington, \$1.

Puntarenas, a Pacific port of 9,000 population on the Gulf of Nicoya, is four hours' train journey from the capital (70 miles). Large steamers now come alongside. The mean temperature is about 80° F., and from January to March it is much frequented by holiday makers for bathing and fishing. The chief products are cattle, sugar, and coconuts. There is shark and tuna fishing off the coast.

Fortnightly calls are made by P.S.N.C. steamers from Panamá, and from Central American ports, and there is a three weekly Grace Line service with Ecuadorean, Peruvian and Chilean ports.

A Government launch maintains a coastal service with Salinas Bay (Nicaragua) and intermediate ports in Guanacaste Province.

Hotels :—Los Banos ; Europa, 30 beds, \$1.75-2.50 U.S. Accommodation difficult January to March.

All American Cables & Radio Inc., Casa Blanca.

OTHER TOWNS.

Alajuela, of Alajuela province, is 14 miles by rail from San José. It is the centre of the sugar industry, has a population of 10,300, and stands 3,000 ft. above sea-level. The climate is even and the town is a midsummer (January-March) resort of residents of the capital. Juan Santamaria, the patriot who fired the building in which Walker's filibusters were entrenched in 1856, is commemorated by a public statue.

Mount Poás is in the neighbourhood, and an excursion to the

Volcanic Lake and its geysers is well worth while. There is a motoring road eastwards through San José to Cartago and northwards through Grecia to Naranjo and San Ramón.

Hotel:—America.

Heredia, capital of Heredia province, has a population of 10,800. It is upon the railway between San José and Alajuela, 6 miles from the capital, and is the centre of the coffee industry. There is a road eastwards to San José and Cartago, and westwards to Alajuela and San Ramón. There are motor-buses along this road from Cartago to San Ramón.

Hotel:—Central.

PHYSICAL FEATURES.

Costa Rica, the "Rich Coast," is the most southerly of the five Republics of Central America. It is bounded north by Nicaragua, east by the Caribbean, west and south by the Pacific, and south-east by Panamá. The area is about 23,000 square miles. The interior is traversed by two volcanic cordilleras, separated by the Meseta Central, or central plateau and forming a single watershed. (The bulk of the population lives on the Meseta Central, an area of 3,500 square miles). The highest peak in the northern range is Irazú (11,200 ft.), whose cloud by day and fire by night can be seen from both the Pacific and the Caribbean. The second is Turrialba (10,910 ft.). In the southern range Chiripo Grande attains 12,447 ft. The Atlantic slopes are densely forested, and there are large fertile stretches of pasture and rolling downs on the Pacific sides. There are sixteen rivers. The San Juan, with a course of less than 100 miles, is the most important. It drains Lake Nicaragua, and has for tributaries the Sarapiquí and San Carlos. On the Pacific coast there are only small rivers, liable to sudden floods.

The country is narrow, only 175 miles at its widest and 74 miles at its narrowest from east to west.

The **population**, 1948, was 825,000. Great tracts of country are uncultivated, although the State gives facilities for the purchase of land. The proportion of Spanish blood is more considerable than in most other Central American countries. There are many West Indians and negroes on the Atlantic coast. Spanish is the universal language.

Costa Rica has taken little part in revolutions and has developed on democratic lines to a much greater extent than its neighbours. The native workman is self-respecting and intelligent, and the school house is more conspicuous than the barracks. The percentage of illiteracy is the lowest of any Central American Republic. After the war, however, an unbalanced budget, an adverse trade balance, and general economic difficulties led to certain untypical disturbances.

The **climate** varies from tropical heat on both Atlantic and Pacific coasts to warm summer in the interior. The mean temperature at 3,000 to 6,000 ft., ranges from 57° to 68° F. From the coast inland to a height of 3,000 ft. it ranges from 72° to 82° F. Above 7,000 ft. frosts are frequent. There are dry and rainy seasons, the former from December to April and the latter from that month

onward. The hottest months are March, April and May.

Light English summer clothing with a light overcoat or water-proof for the evenings in the interior ; tropical clothing for the coast. All drinking water, especially outside San José, should be boiled.

Aborigines :—The native Indians of Costa Rica are dwindling, and a missionary estimate places the number of Talamancans at 1,200. The Cabeceras, notoriously superstitious, cultivate their land communally. The Bribis, a small and non-gregarious tribe, seek the society of other tribes in preference to their own. The very dark-complexioned Indians found south-east of Pico Blanco in inaccessible places are unfriendly to strangers.

CONSTITUTION AND GOVERNMENT.

The legislative power is vested in a Chamber of Representatives, the Constitutional Congress, and made up of 45 deputies, being one representative to every 8,000 inhabitants. By the Election Law of 1946, all men over 20, or over 18 if married or teachers, are obliged to vote. Women, bankrupts, mental incompetents, and those deprived of political rights, have no vote. Voting is secret, direct, and free. The members of the Chamber are elected for four years, one-half retiring every two years. The executive authority is in the hands of a President, elected for the term of four years.

PRESIDENT.

Sr. Otilio Ulate Blanco 1948

MINISTRY.

Foreign Affairs	..	..	..	Gerardo Fernandez Duran.
Finance	..	..	..	Alberto Marten.
Public Works	..	..	..	Francisco Orlich.
Interior	..	..	..	G. Guzman.
Public Health	..	..	..	C. Saenz Herrera.
Education	..	..	..	U. Ganvez Solano.
Agriculture	..	..	..	Bruce Masis, D.

Public Health:—On the whole is good. Intestinal parasites and malaria are still a scourge, especially in the country districts, in spite of work done by the Public Health Department. The Rockefeller Institute is co-operating with the Public Health Department in an attempt to reduce the incidence of these diseases.

NATURAL RESOURCES.

The Central plateau, averaging 4,000 feet above sea-level, is the great coffee growing area. Here, too, are grown the staple food crops : beans, corn, potatoes, and sugar cane, and dairy farming is both lucrative and efficient.

Rice, a widely used food, comes in the main from the more low lying areas of the south-west. The north-western plains of Guanacaste are the centre of a flourishing cattle industry. The plateau, and particularly the coffee growing zones, is held by small-holders, but the plains of the north and north-west, and the coastal-belts lying south-west and south, are in the hands of big landowners and the scene (particularly in the south) of the large-scale operations of the United Fruit Company.

Coffee, bananas, and cocoa, the chief commercial crops, account

for about nine-tenths of the export trade.

Coffee, the chief crop, was introduced over a century ago, and its success in Costa Rica led to its culture in other Central American countries. The quality is mild and commands top prices. It is grown chiefly on the plateau of San José, where the soil consists of layers of black or dark brown volcanic ash. Shipment is made principally from Limón, and in part from Puntarenas. 80 per cent. goes to the U.S. The crop was 302,100 bags in 1948-49, with 475,000 bags estimated for 1949-50. Coffee accounts for 45 per cent. of total exports, and 386,282 (bags of 60 kilos) in 1947-48.

Banana trade :—The crop constitutes about 30 per cent. of the national exports and has exceeded 11 million bunches per annum. Over 80 per cent. of the exports are now from the West Coast ports of Golfito and Quepos, but part of the Pacific coast crop is railed to Port Limón, on the Atlantic coast, for shipment. Exports : 1948—190,460 m. tons, value U.S. \$8,036,729.

Cacao of several varieties is indigenous and has been cultivated since the sixteenth century. Much attention has been given to the crop, chiefly by the United Fruit Company. Except for a small quantity cultivated by artificial irrigation on the Pacific slope near Puntarenas, the whole is grown on the Atlantic side in Limón Province. The main crop is harvested October-December ; One short crop in May-June. Cacao has replaced bananas on some estates, but even so there is a large decrease in cultivation. It is now only 6 per cent. of the total exports. Production was 5,600 m. tons in 1949. Exports : 1947—4,786 m. tons, value U.S. \$3,037,590 ; 1948—4,323 m. tons, value U.S. \$3,431,176.

Sugar : Production by mills was 450,000 quintals in 1948-49. There are some exports.

The export of vegetables to the Canal Zone is important—some 1,102 metric tons a year. **Pineapple** growing has been developed by the United Fruit Company. Small shipments of oranges are made.

Large areas of land are devoted to **cattle** farming. Lean cattle are bought from Nicaragua and fattened, particularly in the Province of Guanacaste. In 1945 there were 401,104 head of cattle. There is a small export of hides.

The **timber** exported is mainly cedar logs, with some "espavel," "cativo," balsa, etc. Export of logs and lumber, 1948—27,688 m. tons ; 1947—20,476 m. tons. Mahogany, rosewood, other cabinet woods, and valuable dyewoods are available. **Rubber** production from plantations was 58,359 lb. in 1948 ; wild rubber collection was 15,000 lb.

Tobacco is planted on about 1,700 acres and the yield is consumed locally. Yield in 1946-47 was 1,500,000 lb. Ipecac export was 286,179 kilos. in 1948. Abaca fibre (manila hemp), grown on 10,420 acres, yielded 13,823,513 pounds in 1948. Export, 1948, was 6,264 m. tons value U.S. \$3,240,225. Henequen production was 150,000 pounds, with 700,000 pounds of "cabuya" in 1948.

Beans, maize and rice (18,736 metric tons) are grown for domestic consumption. Honey exports have fallen considerably since the war. The entire crop of about 120,000 pounds of lint cotton is

absorbed locally at one large and two small mills.

Production of oil seeds, including copra, was 1,519 m. tons in 1947. About 529 m. tons of oil, or one-third of local needs, were produced.

Mother-of-pearl and tortoiseshell are among the minor products. Turtle and mother-of-pearl are taken on the Pacific Coast.

Mining : Gold and silver mining have been carried on upon the Pacific slope in the Abangarez, Barranca and Aguacate districts, and two or three mines are still worked.

There is manganese ore in the province of Guanacaste, and near Talamanca and Tilarán there are indications of oil. Sulphur deposits assay from 85 to 95 per cent. sulphur.

Railways:—About 450 miles of 3 ft. 6 in. gauge railways are in operation with good tracks and bridges. Port Limón is headquarters of the system, which crosses the country from ocean to ocean and links the chief banana districts. The electrification of the Pacifico system has been completed. A line is proposed from the Gulf of Nicoya to the City of Liberia.

Roads:—The country has suffered from insufficient and defective roads, but about 500 miles of roads radiate from the Capital to neighbouring towns on the central plateau.

Industrial Development:—Water power is plentiful, but little used, and labour is neither abundant nor especially apt. Twelve hours a day are worked on the plantations, and eight to ten in the factories, which are all small and largely occupied upon articles protected by the import tariff. Sawmills working upon native timber are numerous. Boots, soap, candles, beer, cigarettes, and distilled spirits are the most considerable products manufactured locally. There are two rayon weaving mills at St. José, turning out half the local consumption. One large vegetable oil plant has an output of over a million kilos of edible oil.

FOREIGN TRADE.

			EXPORTS.	IMPORTS.
1948	..	..	U.S.\$31,840,000	U.S.\$42,344,000
1947	..	..	U.S.\$24,749,472	U.S.\$48,079,000
1946	..	..	U.S.\$14,200,000	U.S.\$29,900,000
1945	..	..	U.S.\$11,611,709	U.S.\$26,900,000

The U.S.A. took 77.7 per cent. of Costa Rica's exports and supplied 49 per cent. of the imports in 1948.

Currency:—The nominal unit, the gold colón, has been withdrawn from circulation. The minor currency is nickel (2 and 1 colones, 50, 25, and 2 centimos); copper, 10, 5 centimos. Notes of 2, 5, 10, 20, 50, and 100 colones are in circulation. The controlled exchange rate is 5.67 colones to the U.S.\$; the free quotation is 9.20.

PUBLIC DEBT.

December 31, 1947: External, 145,793,495 colones; Internal, 113,562,216 colones. The external debt has been in default since 1937.

Capital:—At the end of 1948, British capital invested in Costa Rica and quoted on the London Stock Exchange was £4,459,960.

The average return in interest was 0.9 per cent. No interest was paid on £3,804,960. American direct investment is \$24,726,000.

POSTS AND TELEGRAPHS.

Mails from the U.K. are sent *via* United States. The postage is 3d. the first oz. and 1½d. each oz. after. Homeward mails are due about once a week. Air Mail from Great Britain, see page 30.

Letters to U.S.A., Spain and countries in Pan-American Postal Union, 10 centimos; postcards, 8 centimos. To other foreign countries, 20 and 10 centimos respectively. Air mail to U.S.A. 0.35 colones, to Europe 0.45 colones per each 5 grammes or fraction.

All America Cables & Radio, Inc., have stations at San José, Port Limón, and Puntarenas. Cable rates from Great Britain; ordinary rate, 2s. 7d. per word; code, 1s. 7d.; deferred, 1s. 3½d.

Wireless messages may be sent from the powerful station at San José or allied station at Puerto Limón, to all points of the world. These stations are operated by the Compania Radiografica Internacional de Costa Rica, affiliated with Tropical Radio Telegraph Company. The Government also operates a station at San José, which communicates with Mexico, Guatemala, and El Salvador. Compania Radiografica also operates international radiotelephone service to most parts of the world, as well as domestic radiotelephone service between the following cities: Puerto Limón, San José, and Puntarenas. The San José office for radiotelephone and radiotelegraph is in the Gran Hotel de Costa Rica.

WEIGHTS AND MEASURES.

The metric system is legal and is in general use. The following traditional measures are also in use, particularly in country districts:—

Lineal and Land Measures:—

1 vara = 33 pulgadas = 33 inches.
10,000 sq. varas (varas cuadradas) = 1 manzana = 1.72 acres.
1 hectare = 1.431 manzanas = 2.46 acres.
64½ (64.89 exactly) manzanas = 1 caballeria = 111.37 acres.

Dry Measures:—

For beans, maize, rice, etc.—
4 cuartillos = 1 cajuela.
24 cajuelas = 1 fanega = 400 litres = 10.9988 bushels.

Liquid Measures:—

1 botella = 1.179 pints.
5 botellas = 1 Spanish gallon = 120 liquid oz.

PUBLIC HOLIDAYS.

January 1: New Year's Day.
March 19: Annual holiday.
April 11: Battle of Rivas.
May 1: Opening of Congress.
August 2 and 15: Annual holiday.

September 15: Independence Day.
October 12: Columbus Day.
December 8: Annual holiday.
December 25: Christmas Day.
Chief Days of the Catholic Church.

PRESS.

The principal San José newspapers are: "Diario de Costa Rica" and the "Gaceta Oficial." "La Prensa Libre," and "La Hora," evening newspapers.

Information for Passengers.

All persons entering Costa Rica have to provide themselves with passports and also with one of two classes of visa from a Costa Rican Consul. 1. Persons proposing to stay in the country not more than 30 days :—a "Tourist" visa—renewable for two further periods of 30 days each, subject to approval of local authorities. 2. Persons proposing to stay more than 30 days, or to reside permanently :—an application to stay in the country has to be presented first to the Ministries of Public Safety and of the Interior giving full personal particulars, passport details, purpose of stay and proof of possession of not less than C.R. Cr. 1,000.00 (about £35) : if the applicant is already in Costa Rica—under the "Tourist" visa—three witnesses are required to the signature. If the applicant resides abroad application should be made through the nearest Costa Rican Consul. On receipt of the permit the Consul grants the necessary visa.

Visa fees are \$3 U.S. Currency or its equivalent for each journey. Cruise passengers are exempt from visa requirements but should carry passports.

Guidance for Commercial Travellers.

A license for the whole of Costa Rica can be got upon payment of a single fee, 8 colones for one year. Travellers must have identity certificates issued by a Chamber of Commerce attesting their status as commercial travellers. These certificates must be endorsed by a Costa Rican Consular Officer.

For U.S. \$5.00, British visitors can now get from the Aviation or Steamship Company by which they travel a "permit of limited residence," valid for 30 days. During this time, holders may engage in Commerce. This permit may take the place of visa and passport.

Samples of all kinds are subject to a Customs Tax of 10 centimos per kilogramme gross weight. A detailed list has to be presented to the Customs by the traveller or his agents, which is checked by the Customs officer and the value of the duty is calculated as though for imports ; this value has to be deposited (or more generally, where the traveller is known, guaranteed by his agent), and on leaving, the amount deposited is returned after checking by the Customs at the outgoing port by comparison with the original list, and after deduction of the above-mentioned duty of 10 centimos and the duty on any of the samples which may have been disposed of with permission of the Customs. This arrangement is valid for six months. Travellers when unpacking or packing their samples should be careful not to throw away wrappings, etc., in order to avoid variations in gross weight.

The best time for a business visit is from May to July.

No special arrangements are required for touring the country. Practically all business is centralized in San José, while there are a few large importers in Port Limón who can be visited on arrival or departure. Visits from San José to Cartago, Heredia and Alajuela, where there are also some fairly large importers, can be made either by local train, bus service or by motor car. Any business in Puntarenas, Pacific port, can be done also on arrival or departure, or if necessary by train.

Entertaining, by means of dinner or lunch, costs about 10 colones

a head, with wines, etc., extra. Light wines are not expensive, but liqueurs, champagne, etc., are high. Entertaining is not much in vogue in Costa Rica and usually consists in taking a customer to a hotel for an ordinary meal.

Tipping is not so general in Costa Rica as in other parts, and anyone keeping to the European custom of 10 per cent. of the hotel bill would be regarded as generous.

Cost of Living :—1936 = 100 (Dec.). 1948 (August) = 228.62 ; 1949 (November) = 257.25. Rentals stood at 294.

A COSTA RICAN CALENDAR.

- 1530. Conquest by Spain completed.
- 1540. Becomes a province of the Viceroyalty of Guatemala.
- 1553. Cartago founded.
- 1666. Pirates raid the coast.
- 1821. Costa Rica declares its independence.
- 1823. Civil war. Capital transferred from Cartago to San José.
- 1824-39. Costa Rica a member of the Central American Federation.
- 1841. Cartago severely damaged by earthquake.
- 1848. An independent Republic set up.
- 1854. Railway construction begun.
- 1863. Costa Rica joined Guatemala and Nicaragua against Honduras and Salvador.
- 1871. Constitution promulgated.
- 1885. A defensive alliance made between Costa Rica, Nicaragua, and Salvador against Guatemala.
- 1897. Costa Rica joins the "Greater Republic" of Central America, of which Nicaragua, Honduras, and Salvador are members.
- 1898. Secedes from the "Greater Republic."
- 1900. Boundary dispute with Panamá settled by arbitration.
- 1911. Severe earthquake, Cartago. Gold Refunding Bonds issued.
- 1941. Declared war on the Axis.

BRITISH LEGATION AND CONSULATES IN COSTA RICA.

The letter (L) denotes that the Consular Officer has authority to register *lex loci* marriages.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT
San José ..	Envoy Extraordinary, and Minister Plenipo- tentiary and Consul General.	B. P. Sullivan, M.B.E.	
	1st Secy. (Labour) ..	A. R. Tennyson.	
San José ..	Vice-Consul ..	C. C. Whitaker ..	} Republic of Costa Rica.
	Vice-Consul ..	A. Murray, M.B.E. ..	
Port Limón	(L) Vice-Consul ..	R. C. Johnston ..	

The United States are represented by an Embassy and Consulate at San José and Vice-Consuls at Port Limón and Puntarenas.

COSTA RICAN CONSULATES IN GREAT BRITAIN.

TOWN.	DESIGNATION.	NAME.
London	Consul-General	Ofelia Segreda de Wright.
(c/o Rosing Bros. & Co., Ltd., Princes House, 95 Gresham Street, E.C.2.		
Cardiff and Bristol	Consul	John C. Eggers.
Manchester	Consul	Robert M. Ernest.
Southampton	Consul	Eduardo Salem.
Swansea	Vice-Consul	Ernest Pollden Terry
Birmingham	Consul	Fred A. Rees.
		J. N. Hotchkiss.

CUBA

Havana may normally be reached by direct steamer of the Pacific Steam Navigation Company sailing from Liverpool or by crossing to New York and taking the vessels of the United Fruit Company; or by taking the "all-rail" route *via* Miami and P. & O. Steamers, or by air from Miami. Through bookings *via* Jamaica and Bermuda are available on the Fyffes Line. Most of the steamship lines are still suspended.

Air Services :—All the great air systems—Pan American Airways, Braniff Airways Inc., KLM, National Airlines, Inc., and British Overseas Airways Corporation, use Cuba as a focal point.

Numerous air routes start out north to Miami and the United States or south to Latin America and the West Indies. A subsidiary of Pan American Airways, the Compania Cubana de Aviación, has several local Cuban services, and one to Madrid. Local services are also run by Expreso Aereo Inter-Americano (EAI), and Aerovias "Q", with headquarters at Havana (Cuba). Enquiries will reveal a service to almost any destination.

Havana, the capital, has a population, including the suburbs, of 850,000. It is 210 nautical miles from Miami (Florida), and 1,166 from New York, whence there are regular steamers. The mean temperature is 76° Fahr., the average rainfall 43 in., and there are normally 106 rainy days in the year. The harbour is large and beautiful, two miles in length, one mile wide, and fully protected against storms. The hotels are first class, and the centres of amusement include a fine race course, an excellent bathing beach and numerous cabarets.

Havana is a metropolis in which the new merges agreeably with the old—the palaces, plazas, colonnades, towns, churches, and monasteries which moved J. A. Froude to liken the city to Castile. The parks are magnificent and give an almost continuous drive. The Prado, facing which is the fine Capitol Building, is a central parkway connecting Colón, Fraternidad, and Central Parks; beyond are the drives of Paseos La Reina, Carlos III, and Tacon. The Parque Central, with its laurels, poncianas, almonds, palms, shrubs, and gorgeous flowers is in the heart of the city and surrounded by clubs, hotels, and cafés.

Morro Castle (built 1589), with the Cabañas Fortress (1763) behind it, is seen to the left of the harbour on arrival. Principe

THE CHASE NATIONAL BANK of the City of New York

Head Office : Pine Street corner of Nassau.

HAVANA BRANCH Havana, Cuba	PANAMA BRANCH Republic of Panama	CRISTOBAL BRANCH Canal Zone
SAN JUAN BRANCH San Juan, P.R.	COLON BRANCH Republic of Panama	BALBOA BRANCH Canal Zone

Offices of Representatives : Mexico, D.F., Mexico and Buenos Aires, Argentina.

Castle, reached by tramcar, stands upon an eminence commanding grand views of the city and harbour. The Plaza de Armas, the starting-point of the two principal shopping streets, contains the Town Hall and La Fuerza, an ancient fortress. The seventeenth-century cathedral and a sixteenth-century Dominican convent are near. Vedado, the finest of the suburbs, is reached *via* the Malecon, a handsome sea-wall roadway.

The sights include the exciting game of *Jai-Alai* (pronounced high-a-lie), as it is played in the Basque Province.

The main industries are sugar, cigar and cigarette making, textile mills, brewing, packing and canning, bottling, the manufacture of cement, tiles, toilet articles, pharmaceuticals, also furniture, leather, and shoes. There are machine shops and foundries.

Landing:—Usually alongside.

Mail steamers of the P.S.N. Co. maintain a service from Liverpool (transit 13 days); a weekly service from New York is supplied by the United Fruit Co. Line. A freight car ferry or sea train service has been inaugurated between New York and Havana and New Orleans. There are regular passenger services from Continental ports, and during the winter season calls are made by numbers of touring steamers.

A short sea passage (12 hours) from Havana can be made twice a week by Peninsular and Occidental steamer to Miami (Florida East Coast Rly.), and Seaboard Airline Railroad (silver fleet). There are 20 planes a day to and from Miami (Florida).

Guide Books:—There are several locally produced guide-books to the city and to Cuba generally. The best of these are produced by the Cuban National Tourist Association. The "Blue Guide to Cuba," and "Motor Touring Guide to Cuba," are both good. The latter, an official handbook of the Automobile Club of Cuba, is particularly useful, for it gives details of all the best excursions from Havana.

Conveyances:—The taxi service is cheap and convenient; short rides within the city—Zone 1, in which are most of the big businesses and hotels—cost 30 cents for 2 persons, and 10 cents for each additional person. Cars can be hired by the hour at low charges. Trams and motor-buses are run on a basis of 5 cent fare.

British Legation, Linea 360, Vedado; Consulate General:—San Pedro No. 16.

British Chamber of Commerce, Edificio Gomez Mena, Room No. 802 (Apartado Postal 2642).

All America Cables and Radio, Inc., Cuba 66, Esq. O'Reilly. Branch office: Lonia del Comercio, Segundo Piso. Manzana de Gomez, entrance Calle San Rafael. National Hotel.

Cable and Wireless (West Indies) Ltd., Obispo 351.

Banks:—The Chase National Bank of the City of New York; the Royal Bank of Canada; the National City Bank of N.Y.; Bank of Nova Scotia; First National Bank of Boston.

Hotels:—Rates for Room with Bath. European Plan, meals extra. Charges are now higher than shown, but exact rates are not available.

Hotel.	Summer Rates.		Winter Rates.	
	April 1st—Dec. 15th.		Dec. 16th—March 30th.	
	Single rooms from :		Single rooms from :	
Nacional de Cuba	..	\$6.00	..	\$15.00
Sevilla-Biltmore	..	\$7.00	..	\$15.00
Plaza	..	\$5.00	..	\$8.00
Park View	..	\$5.00	..	\$16.50, all in
Gran Hotel	..	\$3.00	..	\$3.00
San Carlos	..	\$2.50	..	\$2.00
Presidente	..	\$5.00	..	\$8.00

In addition to the above there are numerous others offering good accommodation. The list is fairly representative of rate scales and types, and all are located in the heart of Habana proper, excepting the National, which is on the edge of the city, and the Presidente, which is outside the city proper in the residential part of suburban Vedado. A complete list of hotels, and their listed prices, can be obtained by writing to "The Cuban Tourist Commission," Habana, and asking for a copy (free) of the "Hotel Directory of Cuba."

Boarding Houses:—There are a limited number of well-managed boarding houses in Havana catering for Americans. Rates are about the same as those charged by the American-plan hotels.

Golf:—Havana Country Club (private) ; Rovers Athletic Club (British) ; Havana Biltmore Club (private).

Excursions:—**MARIANAO**, ten miles west by rail or tram, with its beach, La Playa. **MATANZAS**, sixty miles east by rail, near Yumuri Valley, Caves of Bellamar, Hermitage of Montserrat. **ISLE OF PINES**, train to Batabano and steamer (daily except Mondays, 80 miles) to Nueva Gerona. Two planes daily.

The Central Highway of Cuba, and other good roads, offer many attractions to those who travel into the interior by motor car. A *bona-fide* tourist may enter his automobile in Cuba free of all duty. He is required, however, to sign a declaration at the Customs promising (1) to re-export the automobile within a period of 180 days from date of entry ; (2) not to sell or transfer ownership of the car without notifying the authorities so that the proper duties and taxes can be determined and collected. At the time of completed entry the tourist receives a free temporary special license permitting him to run his car for 180 days in Cuba. (Note : Entry of commercial traveller's automobiles to be used for business purposes is subject to quite different regulations.)

Clubs and Societies:—There are a large number of Freemasons, and there are Lodges in all communities. The Automobile Club has a large membership and a palatial clubhouse in Havana. The Vedado Tennis Club and the Country Club are important social institutions. The Yacht Club has headquarters at Marianao, the fashionable sea resort. The Union Club has an influential membership ; the Jockey Club, the Athletic Club, the Casino Español, the Casino Deportivo de la Habana, the Miramar Yacht Club, the National Society of Veterans (of the Cuban Army), and the Rotary Club are all important. The American Club has a residential clubhouse, of two storeys and a roof garden, in Havana.

There are two Clubs organized by English-speaking women, the " Women's Club " (initiation \$2.00, dues \$8.00 per year) and the " Mother's Club " (dues \$5.00 per year).

The Cuban public is very sport-conscious, and all branches of athletic and competitive sports have a large following. Public attendance is large at such games as baseball, soccer, and jai alai, while all during the year competitive meets in boxing, prize-fighting, horse racing, swimming, rowing and yachting, attract a large number of people. Facilities for athletics of all kinds are offered by various Clubs in and around Habana.

Santiago de Cuba, capital of Oriente Province, and second oldest city in the island, was founded by Velazquez in 1514. It has a population of 140,000. Santiago, 600 miles from Havana by Cuba Railroad, is also reached by road or daily plane. The approach by water is through a harbour entrance 180 yards wide, beneath the battlements of Morro Castle upon the summit of a rocky point 200 feet high. The seaward side of the promontory is precipitous ; on the inner face, a long flight of crumbling steps, hewn out of the rock, leads to the water's edge.

Opposite Morro on the left is La Socapa, and within the harbour behind the Morro is the Estrella Battery. Beyond, on the left, is Cayo Smith (Smith Key), a small island once held by the British. It is a home of fisherfolk and pilots, and its red-tiled houses and small ruined chapel are picturesque. In a cove nearby Hobson sank the " Merrimac." Farther up the harbour is Cayo Ratonés, and a small island, formerly the magazine for the ships of the Spanish Navy. On the right shore, amidst a grove of coconut trees, is the coaling station of Cinco Reales. Opposite are the summer homes of Santiago merchants.

Santiago Cathedral, the largest church in the island, is in the Hispano-American style, with two towers and a dome. The nave is very wide, and the side chapels are rich in marbles and fine mahogany. The principal shopping streets are San Tomás,

Enramadas, and Marina. There is a fine view of the harbour from the head of Marina Street. The Alameda is a popular avenue and drive in the lower part of the city, along the bay. The railway station on this avenue, to the north, is a handsome, concrete structure.

The town is the second most important commercial city on the island, and has a number of flourishing industries. Iron ore and manganese (at Cristo) are mined in this area.

How Reached:—Plane, train, 'bus from Havana. Santiago express leaves Havana nightly, 10.34. Reaches Santiago, 6.10 p.m. next day. Fare, \$14.36 single, \$20.83 return, plus \$5.00 each way sleeper. Week-end ticket, from Thursday to Wednesday, \$15.90. No dining car, but hot meals served from buffet. 'Buses leave 3 times daily. Daily air service from Havana. Time, 4 hours.

Hotels:—Casa Granda (\$2—3, summer and winter, single, excluding food)

All America Cables and Radio, Inc., Aguilera 151.

Cable and Wireless (West Indies) Ltd., Aguilera Baja 113/115.

OTHER TOWNS.

Antilla, on the north coast of Oriente Province, a northern terminus of the Cuban Railroad, has extensive docks with deep water, in an admirable natural harbour, Nipe Bay. The City is on a promontory jutting from the north into Nipe Bay. Population, 5,786. Principal export, sugar.

Hotels:—Antilla, Miramar.

Batabanó, on the south coast, 36 miles by rail or road from Havana, is the port of departure for the Isle of Pines (80 miles). The actual port is at Surgidero, one mile from the city. There is a regular tri-weekly service of steamers to the Isle of Pines. Sponges are fished off this port, and giant turtles are caught. Population, 3,177.

Hotel:—Cervantes.

Bayamo, is in the Province of Oriente, 80 miles from Santiago de Cuba, and 25 miles from Manzanillo. It can be reached either by rail or Central Highway. Its population of 16,161 is dependent upon various agricultural industries, for the town lies at the heart of a great cattle raising district.

Hotels:—Telegrafo, New York.

Camaguey, population 155,827, is 350 miles by rail from Havana, 250 from Santiago, and 45 from Nuevitas, its chief port. The capital of its Province, and one of the most picturesque of Cuban towns, it has many medieval buildings. It lies at the centre of a large cattle farming and agricultural district, and is an important distributing point. It lies on the Central Highway, and branch railway lines run to Nuevitas and to Santa Cruz del Sur, the centre of the south coast timber industry.

Hotels:—Gran Hotel; Plaza; Colon.

Cardenas, population 37,059, is on the north coast 109 miles by rail from Havana and 41 from Matanzas, in a sugar-growing district. In commercial importance the port ranks fourth in the island. A short distance away is the summer resort, Varadero, where the water changes from a deep indigo blue to a lovely emerald green and the gleaming sands look like gold dust. Exports sugar and sisal fibre.

Hotel:—La Dominica.

Ciego de Avila, in the Province of Camagüey, 17 miles from the port of Jucaro, on the southern coast, is 315 miles from Havana by railway or Central Highway. Population, 23,802. The town is a railway junction in the heart of a big sugar growing district.

Hotels:—Plaza, Rueda, Sevilla.

Cienfuegos, 230 miles by rail from Havana, sugar port, is a modern city on the south coast, picturesquely laid out, and the third most important commercial city in Cuba. It has a magnificent bay, 20 miles long, and one of the finest plazas on the island. The Castillo de Jagua, near the entrance to the harbour, is a relic of old Spain, erected as a protection against the pirates of the Caribbean Sea. The bay gives views of the Trinidad Mountains, which rise 3,000 ft. Population, 52,910. There are excellent facilities for sport of all kinds, including yachting, tennis, and bathing. A road, 27 miles long, connects with the Central Highway. The neighbouring territory is wholly agricultural, producing sugar, coffee, tobacco, and cattle. Not far from the town is the Arnold Arboretum, where Harvard students are trained for tropical work.

Hotels:—San Carlos, La Suiza, Union, Bristol.

Cable and Wireless (West Indies) Ltd., Electra House, Marti 21 Esquina Sta. Clara.

Guantanamo, a considerable sugar centre, 20 miles inland from its port, Caimanera (in Guantanamo Bay), is the U.S. naval station in south-eastern Cuba. It is 41 miles from Santiago, whence it may be reached by road, rail, or plane. Population, 42,423.

Hotel:—Washington.

Manzanillo, population 36,295, standing on the Gulf of Manzanillo, in the south-east of the island, is 487 miles by rail from Havana, and 112 from Santiago. The town is commercially important and is reached by regular coasting steamers. Its situation is low, and its climate hot. Exports: Sugar and molasses.

Hotels:—Inglaterra, Casa Blanca.

Matanzas, a sugar port of decreasing importance, is on the north coast, 63 miles east of Havana, and has a good sheltered harbour. Population, 54,844. The town is well laid out, with handsome plazas and boulevards; the Paseo is one of the features. The Bellamar Caves, on a plateau, 1½ mile away, are of a wonderful crystalline formation, with narrow passages and a "Gothic Temple" hall, 250 ft. by 80 ft. The view of the Yumuri Valley from the hill makes a magnificent prospect. Miguel de los Banos, a popular spa, is 30 miles away. A free port zone was created in 1934. It can be reached from Havana either by rail or by the Central Highway. There is an important rayon factory.

Hotels:—Paris, Velasco.

Nueva Gerona, upon the Isle of Pines, a port due south of Havana, is approached by steamer from Batabano and plane direct from Havana. Bathing, boating, fishing, and motoring through the groves of fruit trees and fields of pineapple are the attractions offered to travellers. Population, 2,935.

Hotels:—Anderson's, San José.

Nuevitas, on the north coast in Camagüey Province, in the eastern half of the country, has a large and thoroughly sheltered bay.

Pastelillo, the terminus of the Cuba Railroad, and Puerto Tarafa, the terminus of the Cuba Northern, are on the outskirts of the town. Together the ports handle the large part of the sugar crop. Population, 11,303. Chrome ore is mined in the district.

Hotels:—Palmero, Quinta, Miramar.

Pinar del Rio, famous for the best cigars and Vuelta Abajo leaf tobacco, is 107 miles by rail or Central Highway westward from Havana. It lies on a gentle slope which stretches away 20 miles south-west to the Caribbean. The population is 26,241. A visit should be paid to Viñales, 17 miles by road, to see the unique scenery of the deep Viñales Valley.

Hotels:—Ricardo, Globo.

San Diego de los Baños, near Paso Real railway station, is about 40 minutes by motor from Havana. The sulphur springs are of high repute. The social season is from mid-June to mid-September.

Hotels:—Cabarrony, Saratoga.

Sancti Spiritus, population 104,578, is 240 miles by rail or Central Highway from Havana; a centre of the cattle, sugar, and tobacco trades.

Hotels:—Plaza, Isla de Cuba.

Santa Clara, capital of its province, and important as a sugar and tobacco centre, is 180 miles east of Havana by United Railways or Central Highway. The city is served also by rail to Cienfuegos (41 miles), its port. The city is beautifully situated 367 ft. above sea level, encircled by weathered and rounded hills of coral rock. It has an attractive central park, faced by hotels and public buildings. The population is 122,241. The railway to Trinidad passes through the finest scenery in the island, and the trip is well worth while for the views alone.

Hotel:—Central.

Trinidad, a very picturesque old city founded in 1514, is the centre of a rich agricultural region. It is reached by train (45 miles) from Santa Clara, through romantic mountain scenery and along the navigable Agabama river. Trinidad is nearly 1,000 ft. above the sea, 3 miles away, and the climate is delightful. The house in which "Stout Cortés" lived is still standing. Population, 15,453.

Hotels:—Trinidad, Canada.

PHYSICAL FEATURES.

Cuba, the largest island in the West Indies, has an area of 44,218 square miles, and a length, east to west, of 759 miles. The general width of from 50 to 60 miles leaves no point far from the sea, and the coast has a remarkably large number of good harbours and anchorages. As the island lies across the entrance to the Gulf of Mexico, these roadsteads make Cuba of great strategic importance. The coast line exceeds 2,000 miles. At its nearest point, Cuba is only 90 miles from Key West, Florida.

The six provinces are Havana, 3,174 square miles; Pinar del Rio, 5,212 square miles; Matanzas, 3,260 square miles; Santa Clara, 8,260 square miles; Camagüey, 10,070 square miles; Oriente, 14,188 square miles.

Pinar del Rio Province, in the west, is rich in minerals and grows the finest tobacco, especially in the Vuelta Abajo district. The foothills and valleys of the Cordilleras de los Organos are highly productive. Havana province is thickly settled, with flourishing

plantations and farms and many prosperous towns. Matanzas province is highly cultivated, notably with sugar, and well populated. The Yumuri Valley, a reserved area of rich tropical scenery, and the mammoth caverns of Bellamar, attract thousands of tourists. Las Villas Province, also known as Santa Clara, has large sugar and tobacco plantations, and rich grazing lands. Cienfuegos, the chief port, has a harbour eleven miles across. Santa Clara, Sancti Spiritus, and Trinidad, are important and historic cities. The character of the country changes rapidly farther east. Camagüey has sugar plantations, rich grazing lands, important forest areas, and large fruit farms.

The province of Oriente has sugar and other plantations and an important fruit industry in the north. The Baracoa region is famous for natural wonders, cascades, limestone caverns, and petrified remains. There is a group of ports on the north coast in a large tridented bay: Banes, Antilla (the north-eastern terminus of the trunk railroad with fast steamers to New York for fruit and tourists), Nipe, and Cabonico. The southern area of Oriente is heavily wooded and mountainous with the Sierra del Cobre, and virgin forest extending over many rugged peaks of the Sierra Maestre, which are piled in a rugged, picturesque barrier near the coast. Santiago, the capital, and Guantanamo, are based on enormous land-locked harbours shut in by mountains. Mount Pico Turquino, 8,400 ft., the highest point in the island, is in this province.

The **Isle of Pines**, 80 miles off Batabano, on the south-western coast, is reached from Havana by train to Batabano and on by overnight steamer; or by plane. The island, of 1,180 square miles, has a population of 10,165, chiefly occupied in cultivating grape fruit and winter vegetables. The soil is largely owned by American citizens.

The **climate** is equable and generally healthy, with 60°–98° Fahr. as the extremes of temperature. Stringent sanitary reforms have made Cuba one of the healthiest countries in the world, with a death-rate of 12.03 per thousand; it is now the most fashionable winter resort for Americans.

The heat in Cuba is tempered by the prevalence of the North-East Trade Winds, and the midday summer heat gives a lower average than in similar latitudes on the mainland. The nights are generally cool. The summer rainy season, from May to October, is marked by heavy thunderstorms, and periodic deluges with intervals of brilliant sunshine. The rainfall averages 50 in. annually in coastal regions, 60 inches in the interior.

The cooler dry season, which is not rainless, runs from November to April. This is the best time of the year for a visit.

The **population**, on Dec. 31, 1948, was estimated at 5,195,000, of whom about 201,177 were foreigners. The majority of the inhabitants are of the white race, descendants of Spanish colonial settlers and immigrants. Along the sea-coasts and in certain Provinces (Oriente in particular) there are many negroes and mulattoes. Habana, the capital and by far the most important commercial city, has a cosmopolitan population including considerable numbers of Americans, Central Europeans, Spaniards, Hebrews, Chinese, and other nationalities. There is a large inflow

of visitors in the months November to March. A fourth of the population lives in Havana Province, which has 7 per cent. of the land area. There were 120,000 visitors in 1946.

GOVERNMENT.

The preamble of the **constitution** of 1901 declares the country an independent sovereign State under the Republican form of government, exerted by three powers, Legislative, Executive, and Judicial. Certain legal servitudes upon her sovereignty were abrogated by a fresh treaty with the United States in May, 1934, under which Cuba received untrammelled political freedom. A new constitution was promulgated in 1940. The State is given almost limitless power to intervene in industry, commerce and agriculture; power for the sub-division of estates is given, equality of rights for coloured people and whites provided for, as well as old age insurance and a 44½ hours working week. It also provides for a parliamentary system with a Premier appointed by the President. Women have votes.

Legislative power is exerted by Congress—the House of Representatives of 118 members elected for four years, and a Senate of six members from each province, sitting for eight years.

The president is elected for a term of four years, without right of re-election until eight years have elapsed.

The **Supreme Court** is in Havana. There is a Court of Appeal at the capital of each province. The provinces are divided into judicial districts, each with judges for civil and criminal actions. In addition, there is in each municipality a corrective court for minor offences.

Article 24 of the Civil Code guarantees foreigners the same rights as Cubans in respect to law, property, and protection of interests.

All **religions** enjoy an equal status. There is no State church. Roman Catholics largely predominate.

The **language** is Spanish, but English is widely understood.

PRESIDENT.

Sr. Carlos Prio Socarras.

Vice-President—Dr. Guillermo A. Pujol.

Prime Minister	..	..	..	..	Manuel Antonio de Varona
Minister of State	..	..	..	..	Carlos Hevia.
Interior	..	..	..	..	Ruben de Leon.
Finance	..	..	..	..	Antonio Prio Socarras.
Education	..	..	..	..	Aurellano Sanchez Arango.
Justice	..	..	..	..	Ramon Corona
Defence	..	..	..	..	Segundo Curti.
Communications	..	..	..	..	Arturo Illa Cuza.
Public Works	..	..	..	..	Manuel Febles
Health and Public Assistance	..	..	..	..	A. Ramirez Corria.
Commerce	..	..	..	..	José R. Andreu.
Agriculture	..	..	..	..	Virsilio Perez.
Labour	..	..	..	..	Engardo Buttari.
Ministers without Portfolio..	..	..	..	..	Ramon Vasconcelos.
					Primitivo Rodriguez
					Señora Mariblanca Sabas Aloma.
Under Secretary of State	..	..	..	..	Raul Ruiz Y Hernandez.

NATURAL RESOURCES.

Cuba is much the most important single source of **cane sugar**. The situation is especially favourable, the cost of production is fairly low, and the technical equipment in the more modern of the 156 sugar mills is first class. The chief sugar districts are Oriente, Camagüey, Santa Clara, and Matanzas. The planters are known as "colonos," and usually work from 600 to 3,000 acres. The success of the crop depends largely upon the climate during the months September to November. The sugar grinding season extends from mid-January for four to six months. The sugar land under cultivation is over 3,500,000 acres. Sugar, molasses, and syrups account for more than 80 per cent. of the total exports.

Sugar refining is carried on by American companies for the domestic and export markets, but the larger part is exported unrefined in bags of 325 lb. each. Normally 76 per cent. is exported to the States. Home consumption is about 200,000 tons.

In 1949 the unrestricted production was 5,763,000 short tons (6,675,000 short tons in 1948), besides 300,000,000 gallons of blackstrap molasses. Export, 1947, was 5,345,310 long tons (92.07 per cent. in raw sugar, 7.93 per cent. refined). Exports were valued at \$258,619,737.

Associated with the sugar industry is the manufacture of industrial alcohol and spirits from molasses. Exports in 1948 were 42,724,663 litres of alcohol, 47,624 litres of brandy, and 1,028,567 litres of rum. Candy is also exported.

Cuban **tobacco**, especially in the form of Havana cigars, enjoys a unique reputation. The Vuelta Abajo leaf, grown in the western part of the island and employed principally in Habana factories, is the most famous. Vuelta Arriba (from Pinar del Rio) or Remedios (mainly Las Villas Province) is the most largely exported. Very many grades of each are recognized. The crop is planted in early November and harvested in early January, when it is stored in sheds to dry; thereafter to be sorted, packed, and prepared. Probably one-half the crop is used at home, and much the larger part of the balance exported to the United States. Dry seasons reduce the quantity considerably but improve the quality.

The exports of tobacco and tobacco products were valued at \$34,688,950 in 1947, and \$32,669,314 in 1948. About 28 million lb. of the exports are leaf, and 1,000,000 lb. in the form of cigars.

The area under tobacco is about 155,624 acres. The production was 60,000,000 lb., in 1948-49. About 39 per cent. is consumed locally.

Fruit and Vegetables, ranking next in commercial importance to tobacco, are grown largely for the United States market. Grape fruits in the Isle of Pines, for example, ripen earlier than upon the mainland, and so find ready sale. Vegetables, mostly from the Provinces of Habana and Pinar del Rio, are shipped from November to May. The entire crop is handled by the port of Havana. Export of vegetables was 48,000,000 lb., in 1948-49. Tomatoes were the largest item.

Pineapples are exported fresh (23,959 m. tons in 1948), canned (24,796 m. tons), or brined. Also exported, 1948, were : bananas

(27,266 m. tons), plantains (794,438 kilos), grape-fruit (1,531 m. tons), and avocados (3,475 m. tons). About 111 million lb. of fruit and vegetables are processed.

Coffee growing, once a source of wealth, especially in the eastern half of the island, does not now meet local needs. About 150,000 acres are planted, yielding, in 1948-49, 445,485 bags of 60 kilos. Local consumption is 600,000 bags.

Cacao is grown in the provinces of Oriente and Santa Clara. Annual production is 6 million Spanish pounds.

The **Rice** crop is about 135,000,000 lb., or 23 per cent. of what is required. Cuba produces 95 million lb. of beans, and consumes 195 million lb. It usually grows enough maize for itself, but has to import potatoes to supplement the crop.

Castor oil production is 1,000,000 lb. ; with about 11,000,000 lb. of peanut oil.

Henequen is planted upon some 37,800 acres, and there remain a million acres suitable for this crop. The production of henequen and sisal fibre was 28,000,000 pounds in 1948. Two-thirds of this production is in the Mantanzas-Cardenas area, on the north coast of Mantanzas Province, some 60 miles from Havana. A considerable amount of rough fibre (12,800,000 lb. in 1948), cord and twine and rope is exported.

Bees find abundance of flowers throughout the year, and the **honey** harvest is probably 11 million lb. Exports : 1946—Honey, 13,000,000 lb. ; beeswax, 500,000 lb.

There are 3,884,158 head of **cattle** in Cuba (a census made in 1945). The succulent parana grass is practically inexhaustible, and there are large ranches in the eastern districts, though cattle and horses are also raised in the other provinces. There were 587,483 horses, 83,995 mules, and 2,497 asses in 1937. The 1945 census showed returns of 669,373 hogs, and 114,386 sheep. Annual slaughter is about 650,000 beef cattle and 300,000 hogs.

There is a considerable production of milk, butter, and cheese. Two milk condensing factories supply most of the local consumption. Export of chilled and frozen beef is small.

Export of salted cattle hides has fallen from the pre-war average of 250,000 pieces to almost nothing.

Sponge fishing is centred on Batabano, on the south coast of Havana province. Production has fallen from 13 million in 1930 to about 480,000. Turtle shell and mother-o'-pearl are also exported.

Timber:—About one-sixth of Cuba can be termed forest land, and the best of it is in the provinces of Camagüey and Oriente. The principal and most valuable Cuban woods are : Cedar, mahogany and "majagua" (of the linden family).

The cedar wood, used for cigar boxes and pencils, is locally produced. There are about 15,000,000 acres of forests rich in hard and cabinet woods, many of them resistant to white ants.

Local lumber production is about 21½ million board feet. Some is exported. Cuban lumber imports some 50 million board feet.

MINERAL WEALTH.

Most of the minerals produced are exported.

Copper :—There are mines at Matahambre and Pinar del Rio. Export was 44,656 m. tons, value \$4,817,365 in 1947 ; 47,566m. tons, value \$5,379,500 in 1948.

Manganese :—Cuba now ranks next to Brazil among South American republics as a producer. Production of metallurgical manganese, 1947—44,835 long tons ; 1948—23,531 long tons. Production of chemical manganese, 1948—4,382 long tons. Export, 1948—29,952 m. tons, value \$788,428.

Iron deposits are said to amount to 3½ billion tons, of which 93 per cent. are natural alloy ores. About 90 per cent. of these ores are held in reserve by U.S.A. steel companies. Ores are said to average 1.75 per cent. chromium. Export of hematite and magnetite, 1948—35,052 m. tons.

Production of refractory chromite, 1948—109,612 long tons ; of metallurgical chromite—5,170 long tons. Export of chromium, 1948—163,020 m. tons, value \$1,971,837.

Other minerals produced and exported are barite, silica, and gold.

Petroleum :—Present production of petroleum products is confined to natural gasoline at Motembo, 68,000 barrels or so ; light-gravity oil at Jarahueca, 112,000 barrels in 1948 ; and asphalt from small mines in Pinar del Rio and Santa Clara. Export of asphalt, 1948—297 m. tons.

Silver has been found in Giusa (Bayómá). Asphalt occurs throughout the island, and hard asphalt from the Bay of Mariel is exported to England for roadway use.

There are 24 official sea-salt works in operation, and there is some clandestine production. The annual production is between 160 and 180 million pounds.

INDUSTRIAL DEVELOPMENT.

Local Industries may be divided into two groups. (A) Those using native grown materials. (B) Those using imported raw materials. Group A includes cigars and cigarettes, sisal rope and twine, furniture, jerked beef, dairy produce, canned fruits and lobster, cement, bricks and tiles, alcohol and rum, soft drinks, sponges, and starch. The distilling industry is increasing rapidly. A new vegetable oil industry is concentrated mainly in peanut and castor oils.

Group B includes paint, soap, perfumes, toilet preparations, hats (straw and felt), paper and cardboard, tin containers, hosiery and knit goods, cotton goods, matches, clothing, boots and shoes (native hides are used only for soles), aluminium ware, biscuits, mineral waters (made with imported essences), cotton piece goods (greys and denims), blankets and towels, breweries. Rayon goods are woven and knitted in two factories. Rubber tyres, tubes, and footwear are manufactured. Cotton-textile mills (40,600 spindles) supply 70 per cent. of Cuba's requirements.

Group A is heavily protected by import tariffs, embargoes and

quotas, and Group B is often permitted to import its raw materials free of duty.

Consumption of electric power totalled 451,000,000 k.w.h. in 1946, as against 336,000,000 in 1944.

				IMPORTS.	U.S. Currency.	EXPORTS.
1945	..	..	..	\$238,935,000	..	\$409,925,000
1946	..	..	..	\$307,247,000	..	\$475,864,000
1947	..	..	..	\$519,900,000	..	\$746,600,000
1948	..	..	..	\$527,456,000	..	\$709,872,000

In 1948 the U.S.A. supplied 79.7 per cent. of the imports, and took 51.6 per cent. of the exports. The U.K. takes 13.3 per cent. of the exports.

Foreign Capital :—The amount of British capital invested in Cuba and quoted upon the London Stock Exchange in 1948 was £27,503,497; £26,654,097 in railways, and £849,000 miscellaneous. Average interest was 0.9 per cent. No interest was paid on £23,166,975. (*South American Journal*.) U.S. direct investment amounts to \$785,000,000.

Public Debt :—The total public debt of the Cuban Government on Dec. 30, 1948, was \$166,457,000, of which \$89,440,000 represents the foreign debt.

Roads and Railways :—The principal railways are the United Railways of Havana and the Cuba Railroad. The former has 1,908 miles of line and its system covers Pinar del Rio, Matanzas, Havana, Santa Clara, and a district west of Santa Clara. The latter has 1,320 miles, serves the provinces of Santa Clara, Camagüey and Oriente, and conveys three-quarters of the sugar crop. The public railways have 3,500 miles in operation.

The 700 miles' long Central Highway from the western extremity, Cape San Antonio, runs to Santiago in the east, with branches to the several ports. It runs through Pinar del Rio, Havana, Matanzas, Santa Clara, Camagüey, and Santiago de Cuba. There are 2,390 miles of highway in Cuba (2,000 with paved surfaces) and 1,500 miles of cart roads.

CURRENCY, WEIGHTS, AND MEASURES.

The circulating media are silver coins, silver certificates backed by a reserve of silver coins, and American currency. The coins in circulation are the silver peso, silver coins valued at 40, 20 and 10 centavos; and nickel pieces of 1, 2, and 5 centavos. Cuban paper money, redeemable in silver, is in denominations of 1, 5, 10, 20 and 50 pesos. Cuban silver and paper money is nominally at par with United States currency.

The metric system is in use generally, but the following measures are employed, chiefly in the sugar industry :—

<i>Solid.</i>	<i>Equivalent.</i>	<i>Metric.</i>
British, 1 pound	16 ozs.	460 grams.
Spanish, 1 arroba	25 lb.	11.50 kilograms.
British, 1 ton	2,240 „	1,030.61 kilograms.
Cuban, 1 quintal (4 arrobas).	100 „	46.01 „

<i>Liquid.</i>	<i>Equivalent.</i>	<i>Metric.</i>
American, 1 gallon	—	3.79 litres.
Cuban, 1 bocoy	175 American gallons	662.40 "
Cuban, 1 pipa	126 "	476.93 "
Linear. —Cuban, 1 caballeria = 324 cords, 33.16 acres, or 13.42 hectares.		
Spanish, 1 vara = 33.4 inches.		

THE PRESS.

The principal DAILIES are :—"Havana Post" (in English), "Diario de la Marina," "El Mundo," "El Crisol," "Avance," "El Pais." The "Gaceta Oficial" is the official gazette.

WEEKLIES :—"Bohemia," "Carteles."

MONTHLY :—"Social," "Grafos," "Neptuno," "Cuba Importadora e Industrial," "Cuba Automovilista," and many others.

POSTS AND TELEGRAPHS.

There are over 500 post offices in the island, and 260 central telegraph offices. The telephone and telegraph systems are very well developed. Cable & Wireless (West Indies) Ltd., places Cuba in telegraphic communication with all parts of the world through its offices at Cienfuegos, Havana, and Santiago. All America Cables and Radio Inc., provides communications with all parts of the world through its stations at Havana, Santiago and the U.S. Naval Station, Guantanamo Bay. There is a telephone service to and from Britain.

Outward **mails** are dispatched *via* the United States, and the service is the same as to the United States. Homeward mails due about three times a week. Postage : from U.K., 3d. for one ounce, and 1½d. each ounce after. From Cuba to U.S., 3 cents per ounce or fraction thereof ; air-mail, 10 cents per ½ ounce.

Air Mail from the U.K. is sent *via* the U.S.A., see page 30.

Broadcasting :—There are many broadcasting stations, of short and long waves, with very attractive programs, artistic and educational. Radios are found in almost every home.

NATIONAL PUBLIC HOLIDAYS.

January 1 : New Year.

February 24 : Revolution of Baire, 1895.

May 1 : Labour Day.

May 20 : Anniversary of the Proclamation of the Republic (1902).

October 10 : Revolution of Yara, 1868.

October 12 : Anniversary of the Discovery of America, 1492.

December 7 : National Homage to those who died for the Independence.

Christmas Day, Good Friday, and Maundy Thursday (half-day).

Guidance for Travellers.

Visitors to Cuba must have a valid passport and a visa from the nearest Cuban Consulate. The Cuban Consul may be obliged to submit a British application for a visa to Havana for approval. In practice it is best if the application is simultaneously supported at Havana by a local agent of the applicant. If no agent has been appointed, H.M. Consul-General in Havana can often be of use if full details of the case are submitted to him. When he arrives in Cuba the visitor should have a visa or an entry permit for travelling to another country or a re-entry permit to his own country.

Commercial visitors from the United Kingdom are required to

register with the police authorities and, if remaining in Cuba for more than ninety days, to take out a Foreigner's Carnet of Identification, for which there is a small charge. Such visitors may stay in Cuba for six months and may secure an extension for a further six months.

Travelling representatives are not required to pay any tax or licence provided that they do not establish an office or place of business. Travellers usually work with their firm's local agents and use their offices ; this practice is strongly recommended.

A recent decree requires all foreigners visiting Cuba for the purpose of selling merchandise on behalf of their principals to register at the Ministry of Commerce. Registration will be gratis. The Ministry will issue a Certificate of Inscription and Identification.

Travellers' samples are admitted free of duty only when they are obviously of no commercial value. In other cases, the duty must be deposited, but is refunded if the samples are shipped within three months, or six months if an application for extension is made.

The Depa. ment of Overseas Trade issues "Hints to Business Men visiting Cuba, the Dominican Republic, and Haiti." It is free on application.

The cost of living index, taking 1947 as 100, was 361 in October, 1948.

Health.

No extraordinary precautions or safeguards are necessary for the preservation of health, but some residents consider it desirable to be inoculated against typhoid fever. Malaria is common in many parts of Cuba. It is important, however, to exercise care in the selection of foodstuffs, especially green vegetables to be eaten in an uncooked state. Drinking water also should be selected with care. Some foreigners prefer to drink only bottled water, which is available at \$0.40 per 5 gallon container. Domestic and imported mineral waters are also available. In general new arrivals should adopt those living habits and customs deemed most advisable by other foreigners long resident in Cuba.

Clothing:—Men : Linen, white drill, cotton and silk, palm beach, and cotton suitings are by far the most popular materials for men and are worn with comfort in the Cuban climate. White clothing is considered appropriate for both day and evening wear. During the four winter months light-weight woollen and tropical worsteds are in vogue. Straw hats are worn for about eight months of the year, and during the winter months many light felt hats are seen.

A CUBAN CALENDAR.

- 1492. Columbus on his first voyage discovers Cuba, which he named Juana : named Cubanacán by the natives.
- 1511-24. Diego Velazquez founds settlements.
- 1516. Las Casas arrives in Cuba as "Protector of the Indians."
- 1519. Havana founded.
- 1762. Havana captured by the English under Lord Albermarle and Admiral Pocock.
- 1763. Havana restored to Spain by the Treaty of Paris.
- 1818. Cuba opened to the trade of the world.
- 1850. Invasion by General Lopez and a body of Americans.
- 1854. Purchase of Cuba recommended by United States envoys.
- 1868-78. Rebellion against Spanish rule.

1886. Slavery finally abolished.
 1895-98. Further rebellion against the Spaniards.
 1898. U.S.A. battleship "Maine" blown up in Havana Harbour; Havana occupied by United States troops. First Cuban autonomous Congress opened by General Blanco.
 1902. Cuba declared an independent Republic.
 1903. Permanent treaty between Cuba and the United States signed.
 1906. Rebellion headed by General Gomez.
 1906-08. Intervention by United States at the request of President Palma.
 1909. Inauguration of the second Republic.
 1917. Cuba declared war on Germany.
 1919. Joins the League of Nations.
 1925. United States relinquishes claim to Isle of Pines.
 1928. Constitutional amendments.
 1931. Unsuccessful risings.
 1932. Tidal wave sweeps southern coast.
 1933. President Machado deposed.
 1934. New treaty with the United States.
 1941. Declaration of war on the Axis.

CUBAN LEGATION AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London (33 Wilton Crescent, S.W.I)	Envoy Extraordinary and Minister Plenipotentiary. Attaché	Don Roberto Gonzalez Mendoza.
Liverpool	Consul-General	Eusebio Román.
London (329 High Holborn)	Consul-General	Julio A. Brodermann.
Glasgow (for Scotland)	Consul	—
Newcastle	Consular Agent (Act.) ..	E. F. Weidner.
Nottingham	Consular Agent	C. V. Reynold.
Birmingham	Consular Agent	G. A. Storèr.

BRITISH LEGATION AND CONSULATES IN CUBA.

RESIDENCE.	DESIGNATION.	NAME.	CONSULAR DISTRICT.
Havana	H.M. Envoy Extra- ordinary & Minister Plenipotentiary. 1st Secy. (Comm.), Consul, H. of Chancery	Adrian Holman, C.M.G., M.C. T. Brimelow	Republic of Cuba.
	1st Secy. (Labour) ..	A. R. Tennyson	
	Vice-Consul	J. T. Weir	
	Pro-Consul	A. C. Rutter	
	(L) Vice-Consul	N. Hone	
Santiago de Cuba	Pro-Consul	W. Murphy.	
Camaguey	Vice-Consul	G. B. James	

The United States Government maintains an Embassy and Consulate General in Habana, and Consulates at Matanzas, Cienfuegos, Santiago de Cuba, Antilla and Nuevitas.

DUTCH GUIANA

OR SURINAM.

Communications:—The Royal Netherlands Steamship Co. plies between Amsterdam and Paramaribo, and New York and Paramaribo with calls at Madeira, Curaçao, Aruba, different Venezuelan ports, Trinidad, Barbados, and British Guiana. The Alcoa Steamship Co. plies from New Orleans or Mobile to Paramaribo, calling at the Dominican Republic, Curaçao, Puerto Cabello, and La Guaira. The Surinam Steamship Co. has a service between Paramaribo and Georgetown and between Paramaribo and Cayenne. There are local sailings from Paramaribo to Nickerie, and Albina, and up the Surinam, Commewyne, Moengo, Cortica, and Saramacca Rivers.

At present the route Paramaribo—New York and *vice-versa* is irregular.

Air Services:—The Pan American Airways has a regular service from Miami to Paramaribo, calling at various airports in the Caribbean, *via* Port of Spain and so south to Brazil and Argentina. K.L.M.—Royal Dutch Air Lines, have regular services between Paramaribo *via* Trinidad to Curaçao and other West Indian points thrice a week and *via* Curaçao and New York to Amsterdam once a week; also once a week from Amsterdam *via* Dakar to Paramaribo; also between Curaçao, Paramaribo and British Guiana. The Brazilian Airline at Rio de Janeiro: Empresa de Transportes Aerovias Brazil maintains a regular service between Rio and Paramaribo. The airport is at Zandery, 42 kiloms south of Paramaribo, near the railway.

Paramaribo, the capital and chief port, lies on the Surinam river, 13 miles from the mouth and 214 miles from Georgetown, British Guiana. It has a population of about 75,000. There is a deep water frontage of a mile, wharfed for a small portion with four piers, quays and warehouses the whole length. A metre gauge railway runs to Kabelstation (133 kms.). There is a Tourist Association at Paramaribo (P.O. Box 455).

Hotels:—Palace; Riverview; Imperial **Pensions:** Nahar; Kersten & Co. Oranje; van Marle; Lashley Corner House, Wittenberg.

Nieuw Nickerie (*New Nickerie*) on the south bank of the Nickerie River, 3 miles from its mouth, has a population of about 3,400. The district population is 15,000. It can be reached by vessels of moderate draught, and there are facilities for loading and discharging cargoes. Steamers call from Georgetown and fortnightly from Paramaribo.

Albina, on the Marowynne (Maroni) is accessible to vessels of moderate size, and has loading and discharging facilities. There are fortnightly steamers from Paramaribo. Population, 300. Albina is opposite St. Laurent (French Guiana). The population of Marowynne District is 4,100 exclusive of 11,000 Bush negroes and 900 Indians.

Coronie, with the village Totness, on the north coast between Paramaribo and Nickerie, with a population of 4,400, is one of the smaller districts along the coast, served by Paramaribo and Georgetown steamers. There is also some traffic in small sailing craft. Coronie can now be reached from Paramaribo by road. The main product is coconut, and there is a small coconut oil industry.

Moengo, some 104 miles up the Cottica River from Paramaribo, is a mining and loading centre for the Surinam Bauxite Company, a subsidiary of the American Aluminium Co. Extensive mining is done here. The population is about 1,600. **Paramam**, another loading centre for the company, is on the left bank of the Surinam River. It can be reached by moderate draught vessels and by cars. Near Paramam is Smalkalden, where bauxite is loaded by the Billiton Coy.

PHYSICAL CHARACTERISTICS.

Dutch Guiana, or Surinam, lies on the north-eastern coast of the South American continent, between $1^{\circ} 25'$ and $6^{\circ} 5' N.$ Lat. and between 54° and $57^{\circ} 45' W.$ Long. To the north it has a coast line on the Atlantic, and is bounded on the west by British Guiana and on the east by French Guiana, Brazil lying to the south. Its area is estimated at about 55,000 square miles or about five times the size of the Netherlands. The river Corantyne with the New River forms the western and the Marowynne (Maroni) and the Itany the eastern border. The Brazilian frontier was finally settled in 1936-38. The principal rivers in the country are the Surinam, the Commewyne (with its tributary, the Cottica), Coppename, Saramacca and Nickerie. The country is divided into four clearly marked natural regions:—

- (1) A strip of alluvial land stretching along the coast from about 1 mile in the eastern to about 25 miles inland in the western part of the country, and lying partly below sea-level. This region is inhabited and cultivated for the greatest part.
- (2) The forest region, much of which is impassable, and has never been fully explored. In the river beds and swamps the soil is rich and the vegetation dense and varied, but it becomes much thinner on the higher slopes. The sandstone region is intersected by streams of all sizes. The trees are not so tall as those of the true forest.
- (3) The savannahs present a series of transitions from wooded to grassy country and their undulating surface is broken by isolated granite rocks.
- (4) The granite and quartz region, much of which is intersected by streams of all sizes, bearing huge forests, although not so dense as those of the second region. This region is lined by several savannahs of great extension, bordering the Brazilian frontier.

The districts into which the country is divided are the sea districts Nickerie, Coronic and Marowynne; and Saramacca, Surinam, and Commewyne. The City of Paramaribo forms a district in itself.

The **Climate** is tropical and moist, with a temperature ranging from 70 F. to 90 F.; the average at Paramaribo being 80 F. There is a considerable rainfall on the coast, and this increases in the forest districts. The average inland fall varies from 60 to 80 inches and the average on the coast during the last 30 years is about 90 inches a year. After the first dry season, from February to April, comes the first rainy season, from April to August. A second dry season sets in until November, followed by the second rainy season, lasting until February.

The **Population** is 207,700 and consists of 960 Dutch-born and 650 of various other European nationalities and Americans. But the population is to a large extent Asiatic—56,000 British Indians, 35,000 Javanese and 2,400 Chinese, besides which it is estimated that there are 22,000 Bush negroes (the descendants of escaped slaves), 3,700 aboriginal Indians, and 78,000 Surinam-born persons of European, African, or mixed descent.

The Asiatic part of the population originally entered the country

as contracted estate labourers, but settled in Agriculture or Commerce after completion of their term. From 1930 to 1939 Javanese families settled as small farmers.

The only inhabited sections are generally those along the lower courses of the rivers. One-third of the whole population lives in the capital.

HISTORY.

Although Amsterdam merchants had been trading with the "wild coast" of Guiana as early as 1613 (the name Parmurbo-Paramaribo was already known) it was not before 1630 that a great many English settlers came to Surinam under Captain Marshall. They planted tobacco. The actual founder of the colony was Francis Willoughby, fifth Baron Willoughby, of Parham, governor of Barbados, who sent an expedition to Surinam under Anthony Rowse to find a suitable place for settlement. Anthony Rowse, who was the first governor (1651-1654) wrote to his wife :—

"It is commended by all that went for the sweetest place that ever was seen ; delicate rivers, brave land, fine timber. They were out almost five months, and amongst forty persons, not one of them had so much as their head ache. They commended the air to be pure, and the water so good, as they had never such stomachs in their lives, eating five times a day, plenty of fish and fowl, partridges innumerable, brave savannahs where you may in coach or horseback ride thirty or forty miles."

Willoughby himself came to Surinam in 1654 with a great many settlers, among whom were a number of Jews. Willoughbyland became an agricultural colony with many sugar plantations. Jews from Holland and Italy joined them, as well as those originally migrated from Brazil after the final expulsion of the Dutch in 1654, driven by the French out of Cayenne in 1664. On August 17th, 1665, these colonists obtained a special grant from Lord Willoughby, the patron of Surinam, the first of its kind made by an English Government to the Jews. By letters Patent dated June 2nd, Charles II granted Willoughbyland to Francis Lord Willoughby of Parham and Lawrence Hide, second son of the High Chancellor Edward, Earl of Clarendon, and their heirs and successors. Five years later, on February 27th, Admiral Crynssen conquered the colony for the states of Zeeland and Willoughbyfort became the present Fort Zeelandia. Although the English reconquered the colony on October 6th, 1667, a second expedition under Crynssen regained it again for the States of Zeeland. By the peace of Breda—July 31st, 1667—it was agreed that Surinam should be restored to the Netherlands, while New Amsterdam (New York) should be given to England. In 1682 the States of Zeeland sold the colony to the West India Company, and the States General gave their sanction by granting a charter to the company. In the following year this company sold two-thirds to the town of Amsterdam and one-third to Cornelis, Lord of Sommelsdyk, whose heirs sold their share to the town of Amsterdam, which thus became the sole proprietor. The colony was conquered by the British in 1799 and remained under British rule until 1802, when it was restored to the Netherlands by the peace of Amiens. It again became a British colony in 1804, and not until the peace of Paris in 1815 was it finally restored to the Netherlands.

Slavery was abolished in 1863.

ADMINISTRATION.

The country is the only Dutch territory in South America and is administered by a Governor appointed by the Queen of the Netherlands.

From 1828 to 1845 Surinam and the Netherlands West Indian Islands were united under one Governor-General, residing in Paramaribo. Self-government was granted in 1866. In 1948 the administration was modified to abolish some remnants of the former colonial system and to make it clear that Surinam is part of the realm and with equal status to the home country. The Governor still bears general responsibility, but as a rule transfers the execution of affairs to a College of 6 members, appointed by him for the duration of the session of the States, or Legislative Council, which consists of 21 members elected by voters. The College conducts its duties in close collaboration with the elected body. There is, moreover, an advisory council of 5, appointed by the Queen, to help the Governor in legislation.

The country is divided into six districts, besides the town district of Paramaribo. These districts are administered by seven Commissaries assisted by secretaries and clerks.

A supreme Court of Justice sitting at Paramaribo is appointed by the Queen, and its members hold office till their sixtieth year. There are three cantonal courts. The Roman Dutch law is the legal code and the system of administration is run in the same way as that of the Netherlands.

The **language** of the country is Dutch. English, Javanese, Hindi and Urdu are also widely understood. The native dialect is called negro English or "talkie talkie."

All religious sects are equally free before the law. They include Netherlands Reformed, Moravians, Roman Catholics, Lutherans, Methodists, Baptists, Mohammedans, Hindoos, Confucians, the Salvation Army, and Jews.

The **coinage** is the Surinam florin or guilder. £1 sterling is equivalent to 5.30 Surinam florins.

The **metric** system is in general use, but the Amsterdam ell (27 $\frac{1}{2}$ in.) and Rhenish foot (12 $\frac{3}{8}$ in.) are also used.

AGRICULTURE.

The agricultural parts of the country lie along the rivers in the coastal belt. The area cultivated is estimated at 64,000 acres.

The soil and conditions are particularly suitable for sugar, coffee, cacao, and citrus fruits. Three estates account for most of the **Sugar** output. Production in 1948 was 5,415 metric tons, as against 3,382 in 1947. Exports: 1946—311 m. tons; 1948—15 m. tons. Molasses not used in the country is sold to the Pure British Molasses Co., Ltd., in Demerara. The production in 1948 was 2,009,100 litres. The production of rum (50 per cent.) in 1948 was 489,400 litres against 448,597 litres in 1947.

Coffee, cultivated on estates, is also planted on small holdings. The coffee is of a bitter variety. Exports were 389 m. tons in 1947 and 322 m. tons in 1948.

Rice is farmed extensively as a food crop. The principal rice growing district is Nickerie. The crop was 58,278 m. tons of padi in 1948. Though much rice is consumed locally, exports were 2,531 m. tons in 1947, and 1,184 m. tons in 1948.

Coconuts have been planted with success in Coronie and the eastern coastal area near the mouth of the river Marowyne, the latter on an English estate. The production amounted to 10,537,495 nuts in 1947, and 10,548,600 in 1948.

Oranges and grape fruit are taking a more important place among the articles of production and promise well. Production was 33,157,667 in 1947, and 36,909,000 in 1948. Export, 1948 : oranges—102,500 crates ; grape fruit—45,600 crates.

Banana growing is on the increase and prospects are good. Production averages about half a million bunches.

The cultivation of **tobacco** is increasing, but is for local use only.

Stock raising has engaged little effort. The 1948 returns show totals of 32,509 cattle ; 6,479 swine ; 4,703 goats ; 1,370 sheep ; 757 horses ; 1,277 mules and donkeys.

Balata is one of the chief forest products. The production was 328 m. tons in 1947, and 370 m. tons in 1948.

Timber is abundant, including mora wood, possum, cedar, the woods known in Demarara as greenheart and hardheart cabinet woods. A plywood factory has a capacity of 12,000 cubic metres triplex a year. Timber exports, which are on the increase, were in 1948 :—logs and poles—25,800 cubic metres ; sawn wood—1,500 cubic metres ; sleepers—65,000 pieces.

MINERAL RESOURCES.

Bauxite or aluminium ore is worked near the Cottica and Para rivers. The Surinam Bauxite Company was the first one to start operations in 1916 at Moengo on the Cottica river. This Company is a branch of the Aluminium Company of America. The mining camp at Moengo has grown into a village with company employees numbering 900 ; seagoing ships are able to sail up the river to Moengo, 104 miles from Paramaribo. The ore is exported to New Orleans and Mobile. A second plant of the above-mentioned American company, the "Paranam," is situated at the Surinam river, about 35 miles from Paramaribo. This plant is connected by road with Paramaribo.

In 1942 the Netherlands Company, the Billiton Maatschappij started operating a new plant near the Para river, a tributary of the Surinam river ; this plant has access to the Surinam river just below the plant of the Surinam Bauxite Co., and is also connected by road with Paramaribo. Export (in long tons) : 1947—1,797,827 ; 1948—2,165,481.

The **Gold** industry, which in former years was a principal source of revenue to the colony, has gradually dwindled to a negligible quantity. Production was 128,398 grammes in 1947, and 129,900 grammes in 1948. Export, forbidden between 1944 and 1947,

was 532,914 grammes in 1948.

Dredging is done by hand. With the exception of three companies the gold industry is in the hands of pork knockers. Besides lacking capital, the difficulties encountered are principally those of transporting men and provisions. Mechanical dredging has so far failed.

INTERNAL COMMUNICATIONS.

The rivers provide the chief communication with the interior, but unfortunately their upper courses are often broken by difficult rapids and falls.

The mouths of all rivers are navigable. The Surinam takes vessels of 15 ft., draught 13 miles inland to Paramaribo; the Nickerie takes vessels of 9-ft. draught 60 miles inland; the Coppename takes vessels of 15 ft. to the Wayombo; the Corantyne can be navigated 70 miles inland, and the Commewyne, with its tributary the Cottica, is navigable for ocean-going steamers with a draught of about 15 ft. as far as Moengo. There is a Dutch company's service of steamers and motor-boats on various rivers, and a few privately-owned schooners and cutters are used mostly for coastal transport.

The train service, a 1 metre gauge railway, was originally intended to open up the gold-fields, but is now chiefly used for carrying agricultural products and passengers. Trains run daily as far as Onverwacht (29½ k.m.), twice a week to Republiek (41 k.m.), and weekly to Kabelstation (133 k.m.). There is also a daily service (and a road) to the Zanderij (48 k.m.), the airport of Surinam.

POSTS AND TELEGRAPHS.

The Postal rates are those of the Postal Union. Cables are sent by wireless from the Government station in Paramaribo. There are also wireless stations at Nickerie, Albina, Coronie, Moengo and the Upper Marowynne (Benzdorp). There are radio telephone services with Holland, Curaçao (3 flns. a minute), Georgetown, Port of Spain, and New York.

Outward and homeward mails are despatched by air and sea.

PRESS.

All the newspapers are printed in Dutch. The principal ones are:—"De West, "De Surinamer" and "Suriname," three times a week; "Het Nieuws," daily.

CONSULAR CORPS.

There are consuls, vice-consuls or consular agents of the U.S.A., Belgium, Venezuela, China, France, Great Britain, Norway, Portugal, Denmark, and Sweden, all residing in Paramaribo.

FOREIGN TRADE.

				IMPORTS. Florins.	EXPORTS. Florins.
1939	..	..	..	7,882,353	7,959,210
1944	..	..	..	15,600,000	6,880,780
1946	..	..	..	15,910,968	11,513,612
1947	..	..	..	30,982,018	24,581,839
1948	..	..	..	36,172,232	27,371,980

ECUADOR

The usual steamship routes from England to Ecuador are by the Pacific Steam Navigation Company *via* the Panamá Canal to Salinas. A faster but more expensive route is from England to New York and thence to Guayaquil *via* the Panamá Canal by direct boats of the Grace Line. The journey from New York to Guayaquil takes 10 days. The average time from a European port to Guayaquil *via* Salinas is just under 20 days.

Air Services:—

Ecuador is served by several air lines: SANTA gives local services between Quito, Guayaquil, Ambato, Cuenca, Riobamba, Salinas and Ibarra.

Aerovías del Ecuador-Panagra connects Quito, Guayaquil, Cuenca, Loja, Salinas, Manta, and Esmeraldas. Also runs international flights to Ipiales, and Cali (Colombia); and to the Canal Zone.

BRANIFF International Airways runs several services.

Aerovías Nacionales de Colombia (AVIANCA) connects Quito, Guayaquil and Manta with Colombia and U.S. cities.

ANDA (Aerovías Nacionales del Agro) from Guayaquil to Manta, Portoviejo, Bahía, Esmeraldas, Quevedo, Babahoyo, and Salinas.

There are freight and mail services by Aeréos Transportes Ecuatorianos ATECA, in the coastal, highland, and Oriente regions.

Guayaquil, the chief seaport and commercial city, stands on the right bank of the River Guayas, 30 miles from its mouth. The port is 800 miles from Panamá, from which point, as also from the southward, it is served by P.S.N.C. and other steamers. The population is about 216,165. The town is paved; the sanitation is modern and the conditions of public health are especially satisfactory from May to December, when the climate, with little or no rain and cool nights, is at its best. Typical architecture consists of rows of buildings, with massive arcades. The better class houses have large rooms, very high ceilings, a street balcony and picturesque tile roofs. A promenade, laid out with gardens, has been built along the river front. The city is dotted with beautiful small parks. There is a good University. The visitor should see the Municipal Palace, one of the best public buildings in South America, and the statue of October 9, in a beautiful square.

The harbour is $2\frac{1}{2}$ miles long, with $1\frac{1}{2}$ miles of quays; the town is bustling and prosperous. Steam sawmills, foundries, machine-shops, and breweries denote the busy activities of to-day, but a few yards across the Plaza to the inside of the cathedral carry the traveller back to the leisure of Spanish days. There are many theatres and several clubs, including the Club de la Union, Country, Jockey, Metropolitano, and Nacional. There is a golf club, a tennis club, and a yachting club. In addition to the Grand Lodge there are seven Masonic lodges (one English). The snow-capped peak

of Chimborazo can sometimes be seen from the city.

A motor road runs from **Babahoyo** (population, 10,000), a Guayas River town 6 hours from Guayaquil, through Quito to South Colombia. There are also roads from Guayaquil to La Libertad and to Daule. There is a daily steamer from Babahoyo to Guayaquil.

Landing:—Shore boat. A passenger mole has been built. The train is taken for Quito from Durán on the far side of the river. Passengers are ferried across.

Conveyances:—Electric trams, omnibuses, and colectivos. Motor cars : Short runs, \$5 ; by the hour, 20 sucres.

Rail:—To Quito (288 miles). Daily 1-day passenger train. Express trains, twice weekly, restaurant cars, no stop on the journey. A numbered seat in observation car costs 25 per cent. extra. The fare is \$/100 sucres (about 30s.) per person, including 30 lbs. luggage.

To Santa Elena, for La Libertad. To Salinas, 150 kilometres.

All America Cables and Radio, Inc. : Calle General Elizaldi, 107, 109, 111.

Hotels:—Metropolitano (60 sucres per day) ; Majestic (40 sucres) ; Grand (60 to 80 sucres a day, including meals). Restaurant : Fortich.

Bank of London and South America.

Quito (9,500 ft.), the capital, with a population of 211,174, is in a picturesque valley. It is connected with Guayaquil (290 miles) by mountain railway and road, and with Otavalo, 90 miles north, and Ibarra, 106 miles north, by another line. A motor road runs north to Tulcan and South Colombia, and another south to Guamote (223 kiloms.).

It has a well-known university, good museums, a fine cathedral, and numerous churches. There is a State theatre, the Sucre, and a cinema, the Bolivar. The architecture is largely of the Spanish colonial type, although the town antedates the coming of the white man. The Incas built a road over the Cordilleras to Cuzco and remains of it exist, together with relics of their forts and temples. The streets are steep and flowers abound. The climate is like a wet English spring, the days warm and the nights cool. The average temperature is 56° Fahr., and the rainfall is about 58 inches ; there is rain almost daily for about an hour. Day and night are equal in length, and darkness falls regularly at 6 p.m. Quito is developing its manufactures.

Hotels :—Majestic ; Ambajador ; Cordillera, (4 miles from town).

Conveyances:—Electric trams, omnibuses, and colectivos. Motor cars, by the hour, 20 sucres.

Cables :—All America Cables & Radio, Inc., Carrera Venezuela 961 and 969.

Excursions :—A trip is recommended to the top of the "Panacillo," a hill overlooking Quito ; the Panorama of the City is most beautiful. Fifteen miles from Quito (1½ hours by taxi), at 8,070 feet, is the Equatorial Line Monument on which is carved 0° 00' 00". It marks the exact position of the Equator.

Taxis:—For trips outside Quito the taxi tariff is high and the price should be agreed upon in advance.

OTHER TOWNS.

Ambato (8,435 ft.), is 90 miles south from Quito on the Guayaquil-Quito Railway, and on the Ambato River near the northern foot of Chimborazo Mountain. The climate is temperate. Ambato is known as the garden city of Ecuador. Such fruit as strawberries, peaches, pears, apples and grapes thrive ; well tended gardens and orchards surround nearly every home. Out along the river is the beautiful suburb of Miraflores, where many wealthy Guayaquil families maintain a summer home. A colourful market is held on a Monday.

Ambato is gradually becoming industrialised. There are textile mills, flour mills, and tanneries. The population is 30,000. There is a road to Riobamba (3 hours), and to Quito; there is now a fine road to Pelileo (35 kiloms.; completely destroyed by the 1949 earthquake). From this place the traveller is taken by motor-car into the oriental region as far as Shell Mera, main base of the Shell Petroleum Coy., 70 kms. from Ambato. The road passes through the picturesque old town of Baños, noted for its medicinal waters and fine scenery, and the starting point for one of the most used trails into the Amazon basin.

NOTE: The town was almost entirely destroyed by earthquake in August, 1949.

Hotels:—Villa "Hilda" (50-70 sucres, including meals), Hotel Alhambra, and Pension Belgica (30 to 50 sucres a day).

Bahia de Caraquez, on the Pacific, in the province of Manabí, with a population of 8,000, is 28 miles north of Manta. A narrow-gauge Government railway of 60 miles serves the interior as far as Calceta and Chone. Cacao, balsa wood, and ivory nuts are exported. Rubber and coffee are grown. Steamers run to Guayaquil, Manta, Esmeraldas, the Panamá Canal, southern Peruvian and Chilean ports.

Hotel:—Niza.

Cuenca, capital of the province of Azuay, stands 8,460 ft. above sea-level, 117 miles south-east from Guayaquil and 190 miles south of Quito. It is the third town in importance and is to be linked with the Guayaquil-Quito Railway *via* Sibambe, distant 92 miles. The Sibambe Cuenca Railway is open from Sibambe to Tipococha and Azogues. From Azogues to Cuenca the journey is by motor car (22 miles; 2½ hours). Hides, tropical produce and cinchona are dealt in. There are gold mines in the neighbourhood and straw hats are made. The population is 53,871. There is a road to Loja.

Cuenca has managed to preserve its old colonial air. The cobblestone streets and quaint old buildings give little hint of the commerce that is carried on. From nearby Azogues come the *toquilla* (Panamá) hats with their brims rough and unfinished. Bought in this state they are trimmed and stitched in Cuenca and made ready for export. Much of Ecuador's cinchona or quinine bark comes out of the hot Oriente country to the east to be shipped from Cuenca. In the lower valleys a considerable quantity of sugar cane is also grown. One of the most remarkable features of the city are the paintings on the patio walls of many of the old houses. Though sometimes crude, these murals are always interesting for their originality and the old-fashioned Spanish proverbs that go with them.

Hotels:—Patria, Crespo.

Esmeraldas, capital of the province of Esmeraldas, stands at the mouth of the River Esmeraldas, 90 miles north-west from Quito and 300 from Guayaquil. It is reached from Buenaventura and Guayaquil by steamer. There are gold mines near at hand and the district is fertile in agricultural produce. There is a cable station. The population is 11,000. Work has begun upon a highway to Quinindé to open out a district suitable for growing bananas, rice and coffee. Products of the area: cacao, rubber, tagua nuts, timber and tobacco; also gold washing along the river banks.

Hotels:—Europa, Guayaquil.

Guaranda, on the Llangama River, is reached from Cajabamba (on the Guayaquil-Quito Railway), by a road which branches off from the Riobamba-Quito highway at Las Cuatro Esquinas, halfway between Riobamba and Mocha. It produces cinchona bark, timber, and cereals and has a population of 14,000.

Huigra, 73 miles by rail from Guayaquil, on the Guayaquil-Quito

Railway, is a stopping place for the meals of through passengers. Population, 2,000. Altitude, 4,000 ft.

Hotels :—Huigra, Berlin.

Ibarra, 100 miles north of Quito, has a population of 12,000, and is reached by rail and road from the capital. Cotton is grown, and ponchos, cottonware, hats, furniture and spirits are produced. Altitude, 7,300 ft. Trains run to Quito three times weekly. Ibarra is the centre for the lake district of Ecuador (lakes Yaguarcocha and San Pablo).

Jipijapa, famous for its Panamá hats, and 80 miles from Guayaquil, is up the River Saco from Puerto de Cayo. The nearest railway is at Montecristi upon the Manta-Portoviejo line. There are sulphur baths in the vicinity. Population, 8,000.

La Libertad, port of the Santa Elena peninsula, is connected by railway and pipeline with **Ancon**, the camp of the Anglo-Ecuadorian Oilfields, Ltd., and Ecuador Oilfields, Ltd. Ancon is 14 kilom. from La Libertad, and has a population of 5,000. La Libertad is also connected by rail with Guayaquil, 114 kilometres away.

Hotel :—Villa Maria.

Latacunga, capital of the province of Cotopaxi, on the Cutuchi River, is 61 miles by rail south of Quito and 227 miles from Guayaquil. The volcano Cotopaxi is 18 miles distant. Cattle farming and dairying are practised. The population is 18,000. Altitude, 9,000 ft. It can be reached by car from Quito, Riobamba and Ambato.

Loja, capital of the province of Loja, with a population of 18,000, lies south of Cuenca at an altitude of 7,300 ft. The climate is good and the district productive. The town is reached by train from Puerto Bolívar to Pasaje, and thence by road; or from Paita (Peru) by train to Sullana, and then by trail. The Pan-American Highway is open, north to Tambo (287 kiloms.), and south to Cariamanga (113 kiloms.).

Machala is joined by State Railway with Pasaje (12 miles distant) and with Puerto Bolívar (4 miles). Gold mining is carried on in the neighbourhood. Population, 7,000.

Hotel :—Del Comercio.

Manta, on the southern side of Manta Bay, is a small port through which a great quantity of local products such as ivory nuts, cacao and coffee are exported. The population is 10,000. It is reached by steamer from Bahía de Caraquez. A narrow-gauge railway goes to Montecristi, Santa Ana and Portoviejo, running through the coffee, cacao, ivory nut and Panamá hat-making districts of Jipijapa.

Hotels :—Royal, Buenos Aires.

Montecristi, six miles by rail from the port of Manta, is an important centre of the hat trade and of the copra business. The altitude is 350 feet, and the population 4,000.

Hotel :—Bolívar.

Otavaló, on the railway between Quito and Ibarra, is 16 miles from Ibarra, and 90 from Quito. The district is agricultural. Industries: wool, ponchos and carpets. Population, 15,000. Colourful Saturday morning fair.

Portoviejo, on the river of the same name, is 110 miles from Guayaquil and 400 from Quito. A narrow-gauge railway connects the town with Manta. Hats and baskets are made, and tropical

produce is grown. Population, 11,000.

Hotel:—Bolívar.

Puerto Bolívar, upon the Jambeli Channel, near the mouth of the Guayas River, is a small port serving the town of Machala to which it is connected by a short railway. Population, 2,000. A line to Loja has been begun to provide a route *via* the Zamora and Amazon Rivers for through transit to the Atlantic. It is open to Pasaje (70 km.).

Riobamba (9,029 ft.), capital of the province of Chimborazo and 150 miles north-east of Guayaquil upon the main line to Quito, is an ancient Indian town. At this point the journey from Guayaquil to Quito is usually broken for the night by ordinary trains but not by the expresses. The Chimborazo snow peak is not far distant, and others like the Altar and Illiniza are visible from the town. The district is agricultural; the population is 24,000. A scheme for the irrigation of a large area was begun in 1924. The principal industries are the manufacture of liquors, woollen and cotton goods, carpets, shoes, cheese and butter. Cattle raising is carried on in the province. Large quantities of agricultural produce are shipped by rail to Guayaquil and for export. Bellavista, a new suburb, owes its existence to an American firm in Guayaquil. There is a motoring road to Quito, and from July to January it is possible to motor as far as Babahoyo. Riobamba is now the headquarters of the Guayaquil-Quito Railway.

The Saturday fair of Riobamba is a sight worth seeing. It is carried on in three separate plazas according to the type of product to be sold. The sleepy streets come to life in a surge of bright red figures that half trot and half walk. Open-air restaurants do a flourishing business in that Andean delicacy, baked guinea pig. There are fine ponchos, rope sandals, peculiarly shaped hats, embroidered belts, hand tooled leather articles, baskets, and innumerable other objects. There is a great deal of genial haggling over prices.

From Riobamba to Baños takes about 3 hours by car. The road skirts the base of Chimborazo and then drops down through the little towns of Cevallos and Pelileo. Upon leaving the latter town the road plunges down a thousand feet to the Patate River. The sugar cane grown in this region is largely used to make *aguardiente*. From this section, too, comes a little fruit called the *naranjilla* which makes a marvellously refreshing drink with a flavour somewhat between an orange and a lemon. At Baños is the *Villa Alemana Hotel*.

Shortly afterwards the Patate River merges with the Chambo and becomes known as the Pastaza. At this junction of the two rivers Tunguragua looms high with its crater clearly visible. This volcano is still active and smoke is frequently seen. Lava has forced the river into a gorge so narrow that the water becomes a roaring torrent.

Hotels:—Ritz; Hotel Ecuador.

Salinas, on the southern shore of Santa Elena Bay, is a cable station and a holiday resort to which a railway has been built from Guayaquil (108 miles). The distance can be covered in four hours by rail motor-car. Salt, sulphur, pitch and petroleum are worked in the neighbourhood. There is a good road during the dry seasons to Guayaquil. La Libertad is a calling place for steamers.

Hotels:—Majestic; Tivili; Casa Yuleé.

Cables:—All America Cables & Radio, Inc., Avenida Primera 903.

Tulcán, capital of Carchi province and 100 miles north-east of Quito is near the Colombian border. The cattle industry of the district is important, the elevation is 9,700 feet, and the town is the centre of a population of nearly 10,000. Main industries: wool,

ponchos and carpets. The journey to Ibarra or Quito is done by the new motor highway.

Hotels:—Cleotilde, Santa Cruz.

PHYSICAL FEATURES.

Ecuador is bounded on the north by Colombia, on the north-east, east and south by Peru, and on the west by the Pacific Ocean. The area has never been measured, but it is estimated that 60,000 square miles (including the Archipelago of Colón, 3,628 square miles), lies west of the Andean crest. East of this crest is an area which includes the headwaters of rivers flowing into the Amazon.

The Andes traverse the country from north to south in two parallel ranges. The Cordilleras, Eastern and Western, are clearly defined by a longitudinal plateau whose altitude varies from 7,000 to 9,000 ft. The two ranges are joined by eight transverse ranges of hills known as "nudos." Between them are "hoyas" drained by rivers which ultimately find their way through the higher ranges. In the Montaña, on the eastern side, the slope is more precipitous than towards the Pacific.

Ecuador is divided by nature into three separate regions :—

- (1) The sea-coast plain, about 425 miles long by about 62 miles broad. The temperature ranges from 60° F. to 89° F. The average rainfall is 44.5 inches, falling on 54 days and never torrential. The coastal plain produces many cultivated tropical products.
- (2) The Sierra, on ground rising rapidly from the coastal plain to 10,000 or 13,000 ft., excluding the higher peaks; descent to the central Quito valley and again, ascent over the high Andes to the Oriente. The slopes of the Cordillera are covered with dense forests. There is little variation by day or by season in the climate of the Central Valley (57° Fahr.). Rain falls on 222 days (58 inches). The scenery resembles that of North Wales.
- (3) The Oriente, or descent from the Andes to the plains of the Amazon. The country is almost uninhabited except by Indians.

Of the rivers, those flowing eastwards into the Amazon basin are important. Among those flowing to the Pacific from the Andes are the Babahoyo, Vinces, Daule, and Guayas. These are navigable for considerable distances.

The mountains include **volcanoes** notable for their grandeur and for their activity. Amongst them are Tunguragua (16,680 ft.), Cotopaxi (19,493 ft.), and Sangay (17,390 ft.).

Mineral and thermal springs are numerous in the volcanic areas. Although Ecuador is well watered, few of its **rivers** are navigable. The Guayas and its tributaries form the principal waterways.

Of the numerous small lakes in the Interandine region, Yaguarcocha is of historic interest as the scene of a battle with the Inca forces; Cuicocha is at the foot of the extinct volcano, Cotacachi; Colta is on the Guayaquil-Quito Railway. San Pablo and Mojanda are two others deserving of mention, but none of these sheets of water is large.

The varying altitudes produce many varieties of **climate**, from the tropical climate of the coast region to the temperate and cold climates of the higher mountain ranges. The average temperature of the littoral between the Andes and the sea is 82° to 84° F., and the mean temperature of Guayaquil is 78° F. The temperature falls with the altitude from 79° F. upon the plains to 43° F. on the

Cordillera at a height of 13,200 ft. The dry season is from June to November, and the rainy from December to May. On the whole the climate is healthy for the tropics.

The climatic zones may be thus classified : Tierras Calientes (low-lands) ; Templadas (altitude 6,000-9,000 ft.) ; Frias (including the Quito plateau) ; Nevadas (snow-capped heights).

The country is divided into seventeen provinces and one territory.

Population:—Official figures of the estimate for December, 1948, show a population of 3,362,000. The inhabitants are preponderantly resident upon the Andine plateau, with 400,000 in the coastal region and an undetermined number of Indians in the eastern Transandine. About 8 per cent. are white, 27 per cent. Indian, and 54 per cent. mestizo.

Originally the country was the home of the Quichua Indians. The chief Indian tribes to-day are the Zaparos, Jivaros, Iquitos, and the Mazanes.

Education: There are Universities at Quito, Guayaquil, Cuenca, and a Law School at Loja.

AN ECUADOREAN CALENDAR.

- 1533. Pizarro conquers Quito for the Spanish Crown.
- 1564. Quito promoted to a Presidency, under Peruvian Viceroyalty.
- 1710. Transferred to the Viceroyalty of Santa Fé.
- 1719. The Viceroyalty of New Granada created.
- 1721. The Presidency of Quito made part of the Viceroyalty of New Granada.
- 1722. Again incorporated with Peru.
- 1809. Unsuccessful attempt at revolt on the part of the Patriots.
- 1811. Open state of war between Ecuadoreans and Spanish troops.
- 1822. General Sucre, after defeating the Spaniards, assumes charge of Ecuador as a State of the Colombian Federation. Union of Quito, with New Granada and Venezuela, the new Confederation taking the name of Colombia.
- 1828-9. Peru goes to war with the Colombian Federation, capturing Guayaquil and Cuenca ; the Federation defeats the Peruvians near Tarqui.
- 1830. Peace with Peru.
- 1831. Secedes from the Colombian Confederation and proclaims itself an independent republic, with General Juan Flores as its first President.
- 1861. Unsuccessfully attacks New Granada.
- 1866. Alliance with Peru and Chile against Spain ; Spanish subjects banished from Ecuador.
- 1868. Quito and other towns devastated by earthquake.
- 1877. Eruption of Cotopaxi.
- 1895. General Alfaro heads a revolution and separates the Church from State activities.
- 1899. The Guayaquil-Quito Railway begun.
- 1904. Boundary dispute with Colombia submitted to the arbitration of the German Emperor.
- 1924. Protocol with Peru lodged with League of Nations.
- 1925. Frontier dispute. Diplomatic relations with Colombia ruptured.
- 1942. Frontier with Peru settled.
- 1949. Devastating earthquake in Central Ecuador.

GOVERNMENT.

Since the proclamation of the Republic in 1830, there have been 14 Constitutions, the last dating from 1947.

Executive power is vested in the President, who is elected for four years, and cannot be re-elected until four years after his retirement.

The legislative power is in the hands of the National Congress, which consists of a House of Deputies, either elected or "functional." It meets every year at Quito on August 10 and sits in session for ninety days ; this term can, however, be extended. There is also a Permanent Legislative Committee of 9 members. All literate male

and female adults have votes.

The **administration** is by the Governors of the provinces, who are appointed by the Executive. The departments of each province are administered by Jefes Politicos, and the municipal areas by Tenientes Politicos.

The Galapagos Islands are governed by a territorial chief.

Judicial power is exercised through the Supreme Court, superior or divisional courts, and other tribunals and courts of law established by the Constitution. The Supreme Court sits at Quito and has jurisdiction over the whole Republic. The divisional courts are in Quito, Riobamba, Cuenca, Loja, Guayaquil, Ibarra, Ambato, and Portoviejo.

There is no state religion, but the predominating belief is Roman Catholicism.

The language of the country is Spanish, but Quichua is spoken by some Indian tribes in the Northern part of the country.

ACTING PRESIDENT.

Sr. Galo Plaza.

Vice-President : Dr. Abel Gilbert.

MINISTRY.

Interior	Eduardo Salazar Gomez.
Foreign Affairs	Neftali Ponce.
Education	Gustavo Darquea-Terán.
Finance	José Araujo Luna.
War, Navy and Aviation	Manuel Diaz-Granados.
Public Works	Antonio Moya Sanchez.
Social Welfare	Dr. Franklin Tello.
Economy	Clemente Yerovi.

NATURAL RESOURCES.

The principal agricultural products are cacao, ivory nuts, rubber, coffee, tobacco, cinchona bark, hat straw (called "Toquilla"), and tropical fruits. Other products, produced in smaller quantities, are sugar, rice, cotton, aloe fibre, lentils, maize, wheat, barley, potatoes, vegetables of all kinds, cabinet woods and timber generally.

Cacao is the principal export and the economic mainstay of the country. It is grown chiefly in the coastal region, and there are estimated to be some 6,000 estates (area 100,000 hectares), and from 80-100 million plants. Arriba, Balao, and Machala are the three chief classifications. Cacao forms about 36.6 per cent. of total exports. Local consumption is estimated at 18,000 quintals.

The Witchbroom (Escoba de Brujas) disease is endemic, and supplies have diminished since 1924, when 626,447 quintals (of 101 lb.) were produced. Entry of cacao into Guayaquil : 1947—382,768 quintals (of 101.4 lb) ; 1948—369,002 quintals. Exports : 1947—20,251 m. tons, value \$188,208,000 ; 1948—17,185 m. tons, value \$180,612,000.

Tagua nuts, the fruit of a palm fern, abundant in the coastal region, are obtained largely in the Manabi and Esmeraldas districts. The nut is used to make such articles as buttons and collar studs. Exports : 1947—13,010 m. tons, value \$16,103,300 ; 1948—500 m. tons, value \$1,300,000.

Sugar is grown in the lower valleys of the Daule, Babahoyo, and Vinces rivers, as well as in some of the transverse valleys of the Cordilleras. There are about 15 mills. Production was 950,000

quintals of white sugar and 14,000 metric tons of panela in 1948, to meet a local demand of 850,000 quintals of white sugar.

The production of aguardiente (white rum) and alcohol from sugar is an important Government monopoly. About 2 million hectolitres of rum and 1,800,000 litres of alcohol are produced annually.

Coffee of fine quality is grown and good yields are obtained. Trees number about 70 million. Production, 1949, was 275,000 bags of 60 kilos, as against 345,000 bags in 1948. Roughly 35,000 bags are consumed locally and the rest exported through Guayaquil, Manta, and Bahia, and about 3 per cent. through border ports. Exports: 1947—8,970 m. tons, value \$43,524,000; 1948—8,434 m. tons, value \$38,035,000.

Cotton is planted in Manabi, Guayas, and Imbabura Provinces. On average the quality is somewhat inferior to Peruvian. The cotton produced is not sufficient for local needs, but a small amount of cotton goods are exported. Production is about 9,500 bales (of 500 lb.).

Tobacco is grown on the plains, chiefly for local consumption. Average planting is on 3,500 hectares, and average crop is 32,000 quintals. Half the total is produced in El Oro, and most of the rest in Guayas. The tobacco is mostly of the black Sumatra type, and its sale and manufacture is a Government monopoly.

Red mangrove of a variety rich in tannin is plentiful upon the coast and is worked upon a small scale for the production and export of tannin extract. **Kapok** exports are now small. Other fibres grown are cabuya, abaca and mocara palm. Exports, vegetal wool, 1948—301 m. tons, value \$2,226,000.

Cereals, including maize and rice, are grown on the coastal strip, and with bananas and yucca form the staple fare of the working people of the zone. Cereals are grown also in the Interandes, as well as good potatoes and vegetables. Rice production in 1949 was 2,400,000 quintals; local consumption is 27,845 m. tons. Export: 1947—66,290 m. tons, value \$201,111,000; 1948—68,285 m. tons, value \$188,117,000.

Bananas grown in the Guayas, El Oro, and Esmeraldas provinces are exported to Chile, Peru, and North America. Several varieties are cultivated under difficulties caused by a plant disease. Production and export is mainly controlled by foreign companies. Exports: 1947—2,708,473 stems, value \$24,355,000; 1948—3,593,617 stems, value \$31,787,000.

Pineapples, mangoes, melons, oranges and lemons, tropical and choice vegetables flourish in the coastal region. Some fresh fruits are exported, 195,048 m. tons, value \$33,003,268 in 1948. Palma real nut exports, 1947—3,152 m. tons, value \$11,176,000.

A good quality **rubber** is obtained, prepared, and packed in Guayaquil, but world prices to-day do not justify its collection and export.

Exports of hardwood logs and lumber are on the increase. In 1947 they were 3,384 m. tons, value \$4,257,147.

Balsa wood is also an important lumber export, 2,778,228 kilos,

value \$7,125,099 in 1946 ; 1,129,696 kilograms, value \$2,795,380 in 1947. Cascarilla and mangrove cascara are exported. About 50 m. tons of cinchona bark is exported.

Trade estimates are that 6,441 m. tons of vegetable oil seeds were produced in 1948. Oil produced was 1,440 m. tons. There were small exports of cotton and kapok seeds, castor beans and peanuts.

There were 1,200,000 cattle, 1,443,000 sheep, and 346,000 goats in 1945. The 1935 census showed 350,000 swine, 80,000 horses and 15,000 burros.

The **fauna** includes the jaguar, puma, tapir, several kinds of monkeys, the armadillo, ant-bear, squirrel, porcupine, peccary, various kinds of deer, and many rodents, including the guinea-pig. There are also tortoises, lizards, and iguanas. Among the snakes are the boa-constrictor and the anaconda, and the alligator is also met. The bird-life comprises the condor of the Andes, falcons, kites, macaws, owls, toucans, parrots, ibises, cranes, and storks.

Export of skins and hides : 1947—65 m. tons, value \$1,685,000 ; 1948—264 m. tons, value \$3,029,000.

MINERAL WEALTH.

Oil has been reported west of the Cordillera and experimental work has been carried on at various points in the interior. The effective source of supply is the Santa Elena peninsula, the northern projection of the Gulf of Guayaquil, where 99,360 hectares of land are exploited. In this otherwise sterile region, at Ancón, wells have been drilled by the Anglo-Ecuadorian Oilfields, Ltd., and the Ecuador Oilfields, Ltd., tanks, refineries, and pipe-lines have been installed, and increasing quantities are exported from La Libertad. Anglo-Ecuadorian Oilfields, Ltd., has 739 wells, producing about 220,428 tons a year. About half is exported as crude to various destinations. The rest is refined locally. Oil is now one of the principal items of export from Ecuador. Production : 1947—99,140,000 glns ; 1948—107,692,000 glns. Export (crude) : 1947—39,359,000 glns., value \$14,765,000 ; 1948—58,651,000 glns., value \$23,460,000.

There are **gold** washings in the Santiago and Cayapas Rivers (Esmeraldas), and in Azuay Province. Gold mining is confined to the Zaruma district (El Oro Province), where silver is also obtained. Production of gold : 1947—57,250 oz. troy ; 1948—79,207 oz. troy. Of Silver : 1947—134,100 oz. troy ; 1948—205,800 oz. troy.

Silver, copper, lead, and zinc exist in the mountains, and salt, sulphur, and oil in Santa Elena. Good marble is quarried near Cuenca. Deposits of corundum have been found, and steps are being taken to market it. Production of copper : 1947—203,200 lb. ; 1948—745,400 lb. Of lead : 1947—380,500 lb. ; 1948—594,200 lb. Export, copper : 1948—1,966 m. tons ; lead, 509 m. tons.

				EXPORTS.	IMPORTS.
				\$.	\$.
1948	..	..	..	493,491,000	568,146,000
1947	..	..	..	619,859,000	604,479,219
1946	..	..	..	475,287,000	414,266,000
1945	..	..	..	377,894,393	323,523,545

These figures do not include the crude petroleum imported by the railways. In 1947 the United States supplied 71% of the imports and took 42% of the exports.

The principal **export** is petroleum. Next, in order of importance, come rice, bananas, cacao, tagua, and coffee. The principal **imports** are textiles, hardware, foodstuffs, machinery and apparatus, vehicles, drugs and chemicals. It should be noted that the export of petroleum and cyanide precipitates do not benefit Ecuador directly.

PUBLIC DEBT.

	EXTERNAL.	INTERNAL (SUCRES).
December, 1948 :—	U.S. \$39,266,000	111,814,000.

Most of the external loans are in default.

Foreign Capital. :—The total British investment in Ecuador quoted on the London Stock Exchange in 1948 was £4,362,815. No interest was paid on £2,236,380. Average interest paid was 4 per cent. U.S. direct investment is \$5,107,000.

INDUSTRIAL DEVELOPMENT.

MANUFACTURING INDUSTRY :—Cotton manufacturing, partly for export, employs about 3,500 persons, and is the principal industry. It is carried on at Quito, Riobamba, Ambato and Atuntaqui. Twelve of the 18 mills produce cotton textiles only, 4 cotton and woollen goods, 1 woollen goods only, 1 hosiery and other knitted goods, and 2 knitted products and rugs. There are 7 establishments consuming silk and rayon yarns ; some imported. The shoe industry turns out 673,000 pairs a year. There is brewing and ice-making in Guayaquil and Quito. Cement, leather, chocolate, tagua-nut buttons, carpets, soap and nails are products of Guayaquil and Quito. The chemical industry is developing. Flour milling and tanning are growing rapidly in importance. There are numerous sugar mills and a few small factories making bags of sisal fibre. New industries are the refining of pig lard, the refining of edible oils, and salt refining. Alcohol, perfume, tobacco, salt (284,000 quintals a year) and matches (15 million boxes a year) are Government monopolies. The alcohol industry produces white rum, potable and industrial alcohol, liquors, perfumes, iodine and dentifrice. There are 20 non-alcoholic drink factories. There are 4 petroleum refineries. Cement production was 40,369 m. tons in 1948.

Panamá (Jipijapa) hats, manufactured by hand from toquilla palm straw is one of the principal products of the country. Those of the finest quality are made in Manabi, Azuay, and Cañar Provinces ; medium quality hats for export to the U.S. are mostly from Cuenca. Exports : 1947—50,000 kilos, value \$4,662,000 ; 1948—38,000 kilos, value \$3,005,000.

THE PRESS.

The principal **newspapers** are “El Comercio” and “El Dia,” published at Quito ; and “El Telégrafo,” “El Universo,” “La Nacion,” and “La Hora,” published at Guayaquil. “The Registro Oficial” is the official gazette.

REVIEWS :—“El Ecuador Comercial” (Quito), the most important commercial review.

CURRENCY, WEIGHTS, AND MEASURES.

The Sucre is the unit currency. Bank notes and coins of the

"Banco Central del Ecuador" are for 5, 10, 20, 50, and 100 sucres. The coins are :—

SILVER : 2 sucres, 5 sucres.

NICKEL : S.1 and under.

The basic selling rate is \$13.50 per U.S. \$, but charges on import and exchange authorizations bring the rate up to \$15.04.

The **metric system** is legal : it is generally used in foreign trade and must be used in legal documents. Spanish measures are more generally used in the retail trade :—

Weights.—1 Libra	= 16 ounces	= English lb. 1.0147
1 Arroba	= 25 pounds	= 25.36
1 Quintal	= 100 pounds	= 101.47
1 Kilo		= 2.2

Length.—1 Vara = 3 Pies = 36 Pulgadas = 32.875 in. to 33.43 in. (variable).

Surface.—1 Vara Cuadrada = 0.859 sq. yd.

1 Cuadra = 7,056 sq. metres, just under 1½ acres.

Capacity.—1 Arroba (Dry) = 6.70 gallons.

1 Galón (Liquid) = 0.74 gallon.

Land is generally measured by the metric system.

POSTS AND TELEGRAPHS.

There are about 4,000 miles of telegraphs, with 195 offices. All America Cables & Radio, Inc., has Offices at Guayaquil, Quito, and Salinas. The principal towns have telephone plants, and there is a public long distance telephone service between Quito and Guayaquil. There are wireless stations at Guayaquil, Esmeraldas, and Quito, and on the Galapagos Islands as well as at other points. In all, there are 27 broadcasting stations. There are radio-telegraph and radio-telephone services to Brazil, Panamá, Argentina, Uruguay, Paraguay, and Venezuela.

Outward mails are despatched *via* U.S. by Grace Line and at intervals by the Pacific Steam Navigation Line, *via* Panamá. Postage from Great Britain, 3d. first ounce, and 1½d. each ounce after. Homeward mails due about once a week. Internal postage is 30 centavos ; air mail, 60 centavos.

Air Mail to Ecuador, see page 30.

PUBLIC HOLIDAYS.

New Year's Day. Holy Thursday. Good Friday. Holy Saturday.

May 1 : Labour Day.

May 24 : Battle of Pichincha.

June 5 : Liberals' Day.

July 24 : Birthday of Bolivar.

August 10 : Independence of Quito ; Opening of Congress

October 8, 9, 10 : Independence of Guayaquil.

October 12 : "Día de la Raza."

November 2 : All Saints' Day.

November 3 : Anniversary of Cuenca.

Christmas Day.

The usual feast days of the Roman Catholic Church are also observed.

Information for Passengers.

Cost of Living:—Average price for 1st class hotel, 60 to 80 sucres per day, the latter price for bedroom, sitting room, and bathroom. Breakfast, 4 sucres ; meals, 20 to 30 sucres ; special rates for long stay. Tipping moderate, (10 per cent).

Before the war, prices were extremely low. Even at the best hotels the best meals cost about three sucres only. To-day, a seven course meal at a good restaurant or a good hotel would cost about

fifty sucres. Taking the general cost of living index as 100 for 1938, the same index stood at 583 at the end of 1948.

Wages and salaries, however, are still very low, even for the skilled workers in the textile industry, but even more so for the peons on the Sierras.

Entertaining:—There are few places of entertainment. Theatrical performances are rare and only picture shows are permanently available. Entertaining is therefore chiefly confined to social intercourse, dinners, dances and picnics. The country is most attractive and good horses can be obtained. There are golf and tennis clubs in the principal towns, and Quito has a polo club.

Clothing:—Guayaquil and the coastal region have a tropical climate. Quito and the inland region enjoy a temperature similar to that of an English spring during the whole year. Clothing for the coast should be of the lightest—cotton, linen, palm beach or white drill, and a coat is worn at all times. In the inland region medium weight woollen clothes are used and an overcoat is necessary at night. A raincoat is useful.

Health:—All areas below 1,200 metres (4,000 ft.) are liable to malaria under conditions favourable to the anopheles mosquito. Above this height there is little danger. There is some bubonic in the dingier quarters of the towns. The greatest danger is dysentery. Eat no uncooked vegetables; drink no unbottled water or milk. Travellers should be inoculated against both small-pox and typhoid.

Immigration:—Ecuador has allotted 124,000 acres near the road now building from Quito to Esmeraldas, for British and U.S. settlers only. The settler is given 124 acres, but no grant of land is made till he has deposited U.S. \$600. Of this \$500 are returned to him on landing; 100 are kept to defray his expenses home should he fail. Immigrants may retain their nationality during life. Application blanks may be had from The British American Concession, Casilla 315, Quito.

Passports for Ecuador.

All persons entering the Republic of Ecuador must be in possession of a passport, duly visé by an Ecuadorean Consul at the place where the traveller usually lives. The charge for visa is about 12/-, and it is valid for three months. Letters of reference, vaccination (small-pox), health certificates and three photographs, are required. No visitor may remain in the country for more than 90 days unless he becomes domiciled, and all passengers other than tourists must deposit \$U.S.100 with the shipping company on embarkation. This is returned upon arrival in Ecuador. At Guayaquil, passengers deliver their passports to the Immigration Officer who goes on board. A card is handed to the passengers in exchange for their passports; they must then call at the Immigration Office ashore within 3 days of their arrival, where, after registration, passports are returned in exchange for the card. Two photographs are necessary for this.

Clothing and used personal effects are admitted free of duty. Tobacco, matches, alcohol and salt are Government monopolies, and travellers must not import any of these.

The traveller must get an exit visa from the Immigration Office before leaving the country.

The Ecuadorean consuls in Colón and Panamá are authorized by an executive order to exact the visa of passports and health certificates of all passengers booking in those ports to Ecuador.

Tourists pay a visa fee of U.S. \$1.00. By "tourist" is meant an alien visiting Ecuador for a maximum stay of six months and a minimum stay of eight days, and whose passport bears the tourist stamp. There is now an "Immigration Stamp Tax" whereby levies are made on requests for entry or for residence, for entry and for departure, and for naturalization.

NOTE.—Passports and visas are no longer required by citizens of the American continent when travelling as tourists, or in transit. They are handed a tourist card, available for 90 days and renewable.

Guidance for Commercial Travellers.

The best time for a visit is during the dry season from May to November.

The Agreement of the 5th January, 1929, between the United Kingdom and Ecuador, provides that no licence shall be required by (1) persons travelling only to study trade and its needs, provided they do not make sales; (2) by persons operating through local agencies which pay the licence fee appropriate to their business, or (3), by travellers who are exclusively buyers.

A traveller may be required to produce an identity card (*carte-de-légitimation*) obtainable from a British Chamber of Commerce, certifying his identity as a commercial traveller.

Samples to the value of £400 may be imported free subject to the amount of the import duties being deposited, or security given for payment if there is no re-export within six months. The best season for a visit is June to November. Quito and Guayaquil only need be visited. Motor-cars are available in all the chief towns at low rates. (Two *sucres* extra charged on Sundays and feast days). There are trams, *'buses* and *colectivos* in Quito and Guayaquil.

The Guayaquil—Quito Railway.

The Guayaquil—Quito Railway has a 3 ft. 6 in. gauge. The line passes through 54 miles of delta lands and then in 50 miles ascends to 10,626 ft. At the summit of the climb 11,841 ft. is reached, and the line rises and falls between 8,000 and 11,000 before debouching on the Quito plateau at 9,375 ft. The line is a most interesting piece of railway engineering, with a maximum gradient of 5.5 per cent. The Alausí Loop and the Devil's Nose double zigzag (including a V switchback) are seen between Empalme Cuenca and Tixán. Before 1908, when it was opened, the journey between Guayaquil and Quito took a fortnight. Now it takes two days (with a night stop at Riobamba), but this can be shortened 12 hours by taking the one-day expresses, or by taking the ordinary trains and motoring between Riobamba and Quito, or even between Guamote and Quito. First-class fare, 68 *sucres*. Numbered seat in observation car (more comfortable), 25 per cent. extra. No sleeping berths but there are restaurant cars. Cost of food and hotel in transit, about 20 *sucres*. Direct trains on Monday, Wednesday and Friday,

simultaneously from Guayaquil and Quito.

North-bound passengers are ferried at dawn by railway company's boats across the river from Guayaquil to Eloy Alfaro (Durán), the actual starting point. On the trains it is well to remember that there is Second Class, First Class, First Class Reserved, and Observation Car. The Observation Car is the most comfortable, *but book all seats yourself.*

Altitude in feet.	Stations.	Miles from Guayaquil.	Altitude in feet.	Stations.	Miles from Guayaquil.
15	Durán (Guayaquil)	0	10,379	Luisa	142
20	Yaguachi	14	9,020	Riobamba	150
42	Milagro	21	11,841	Urbina	170
100	Naranjito	31	10,346	Mocha	178
300	Barraganetal	43	9,100	Cevallos	186
975	Bucay	54	8,435	Ambato	196
4,000	Huigra	72	8,645	San Miguel	219
4,875	Chunchi	76	9,055	Latacunga	227
5,925	Empalme Cuenca	81	10,375	Lasso	239
8,553	Alausi	89	11,653	Cotopaxi	250
9,200	Tixán	95	10,118	Machachi	263
10,626	Palmira	103	9,090	Aloag	266
10,000	Guamote	112	9,891	Tambillo	273
10,388	Cajabamba	132	9,375	Quito	288

Leaving the river the train strikes out across the broad, fertile Guayas Valley. It rolls through fields of sugar cane, of rice, past split cane houses built on high stilts, past a sugar mill with its owner's fine home. Everywhere there are waterways and down them ply the big dugouts piled high with produce bound for Guayaquil. Gradually the character of the land changes; the vegetation becomes more dense and the land more solid. From this region comes the cacao, coffee, bananas, pineapples, and tobacco.

The first stop of importance is Milagro. Women swarm about the train selling pineapples which are particularly sweet and juicy. Because of the warm climate most of the houses do not look very substantial, but Milagro, with its 10,000 inhabitants, is an important shipping centre for a vastly rich agricultural district.

Off again, the train goes on to Yaguachi. Every year on August 16th more than 15,000 visitors pour into this little town to attend the feast day celebrations at a church named for San Jacinto, who is famous in the region as having put an end to many epidemics.

Now the base of the mountains has been reached and from Bucay, which is 975 feet above sea-level, the terrain turns into deep gorges. At an altitude of about 2,000 feet the purely tropical vegetation ceases and the semi-tropical zone is reached. Eighty-one kilometres from the start of the line we arrive at Sibambe or Empalme Cuenca, as it is now called. Here we begin to climb toward what appears to be the roof of the world. Few people are ever affected by the altitude on the trip to Quito, where the highest point reached is 11,841 feet, but when the train finishes its long climb and emerges upon the bleak *páramo* at Palmira the feeling of height impresses itself on one. One by one the great snow-capped volcanoes appear; Chimborazo, Altar, Tunguragua, and Carihuairazo. They all seem very close because of the clear atmosphere. Bolívar is supposed to have reached the peak of Chimborazo, 21,220 feet high, but it is much more probable that it remained for the English physicist, Edward Whymper, who climbed nearly every peak in Ecuador, to

make the first ascent in 1880.

The train skirts the shores of a shimmering little lake, Colta, and we are in the fertile Cajabamba Valley. Here the Indians live in almost perfect communism. Their fields are well tended and their adobe wall and thatched roof homes are neat and clean. The men wear the usual poncho and some of them use the woolly chaps so common to the American cowboy.

Just about sundown the train arrives at Riobamba. The hotels are excellent. Both at the station and at the hotel there are vendors of *tagua*, or vegetable ivory carvings. The *tagua* is the fruit of a palm fern grown extensively on the coast and exported to be manufactured into buttons. Here in the mountains, however, the art of carving the vegetable ivory has been highly perfected. The work offered for sale consists of a great variety of bright novelty rings, hollow fruit which contain minute reproductions of cups, pitchers, candlesticks, etc. Some very well sculptured busts about two inches high are also offered for sale. The average price for these is approximately ten cents American and yet the workmanship is remarkably fine.

The Ecuadorians of the Sierra are excellent stonemasons, and throughout the Andean towns public buildings and churches reflect the fine points of their craftsmanship. Even now the old Colonial Spanish style that lends itself so well to stone is being employed in new buildings. Thus Riobamba has the air of a capital city. The original town of Riobamba was situated three leagues away until it was destroyed by an earthquake in 1797.

Between Cevallos and Ambato the railway winds up and over ridge after ridge. Vast panoramas of fertile farm lands appear. The houses of peons are neat and well thatched, and perched on the peak of most is a crucifix. Many also have dome-shaped outdoor ovens.

Market day in Ambato falls on Monday. In a vast plaza near the railroad station the thousands of Indians who have come in from the country form a sea of bright colour that is never still. Nearby are long queues of autobuses which have such names as "The Terror of the Pampas," "The Little Angel," and even "The Queen Mary." The drivers add to the general din by shouting the destination of their buses, haggling about the fares, and finally, when the vehicle is full to bursting, they roll out of town.

From Ambato to Quito one can travel either by train or car. By either route we pass through the town of Latacunga, where the abundance of light grey lava rock has been artfully employed to build many an imposing home and public building. Continuing on our way through a broad valley where grain production and cattle raising are carried on extensively we reach the high wind-swept *párama* at the base of the famous volcano, Cotopaxi, whose snow-capped peak towers 19,493 feet above sea-level. Provided they are not hidden in clouds, which unfortunately is all too often, you will see also from this point the majestic heights of Iliniza (17,400 feet), Quilindaña (16,134 feet), and Quilota (13,057 feet).

In a valley below the bleak *párama* lies the town of Machachi, famous for its mineral water springs. One enterprising company has exploited the bottling of the water to such an extent that it is

sold throughout the republic. Since the springs also have certain medicinal properties Machachi is a favourite resort of Quito residents.

And so we arrive at Quito, not without cause called "the most picturesque city in the world."

The **Galapagos Islands**, of volcanic origin, situated in the Pacific Ocean directly under the Equator, were annexed in 1885. They are said to have been so named by the Spaniards who discovered them in the sixteenth century from galápagos, a tortoise. The islands were the home of vast numbers of turtles, now largely depleted. The group consists of sixteen islands, and they all bear English names, possibly because they were formerly a place of refuge for English buccaneers and whalers. At an earlier date they were known as the Encantadas (Enchanted Isles). The islands lie 323 miles from the Ecuadorean coast and 535 miles from the Port of Panamá.

The total area is about 3,028 square miles, and the largest island, Albemarle or Isabel, is 1,650 square miles. Chatham Island, at one time a convict station, has about 500-600 inhabitants. Since the cutting of the Panamá Canal the islands have come into more prominence, as they lie on the direct route to Australia. Vegetation is prolific upon their shores, and includes innumerable varieties of orchids, beautiful flowers, climbing plants, trees, and trailing orchilla moss. The islands are flat and lava-covered inland. As their volcanoes are at times active, plant life is stunted. There are few trees beyond Peruvian and other cacti. Two volcanoes seen in eruption in 1925 have been named Mounts Williams and Whiton.

Salt and hides are exported from the islands to Guayaquil.

EMBASSY AND CONSULATES IN GREAT BRITAIN.

London	Ambassador Extraordinary	Sr. D. Gonzalo Zaldumbide.
Audley House, 9,	& Plenipotentiary	
North Audley St., W.1		
	1st Secy. & Consul	.. Sr. D. José Luis Anderson.
Liverpool	Consul-General	.. Dr. Enrique Sanchez
		Barona.
Glasgow	Hon. Vice-Consul	.. Allan W. Moir.

BRITISH EMBASSY AND CONSULATES IN ECUADOR.

The letter (M) denotes that the Consular Officer holds a Marriage Warrant.

RESIDENCE	RANK.	NAME.	CONSULAR DISTRICT.
Quito ..	Ambassador Extra-ordinary and Plenipotentiary	J. E. M. Carvell, C.B.E.	Republic of Ecuador.
	First Sec., H. of Chancery, & Consul	A. H. B. Hermann ..	
	Vice-Consul ..	J. Robertson, M.B.E.	
	2nd Secy. ..	Alfonso Teran, M.B.E.	
	1st Secy. (Labour) ..	C. A. Bryer.	
Guayaquil	(M) Consul (Act.)	B. C. Flynn, M.B.E.	Provinces of Esmeraldas, Manabá, El Oro Guayas and Los Ríos, Loja, Azuay and Canár.
	Vice-Consul ..	H. J. Griffiths	

The **United States** are represented by an Embassy at Quito, and a Consul and three Vice-Consuls at Guayaquil.

FALKLAND ISLANDS

Communication between Stanley and the outside world is maintained through Montevideo, to which there is a monthly service by steamers of the Falkland Islands Coy., Ltd. These sailings make connections at Montevideo with Royal Mail Lines "A" and "H" class vessels both to and from England.

Stanley, on East Falkland, in the north-east group, the only town of importance, has a fine inner and outer harbour. The population is about 1,250, and its houses are mostly of wood and iron. It is very difficult to rent a house at Stanley, but there is a small hotel and a few boarding houses which are reasonably comfortable. The bay, surrounded by low-lying hills covered with a brownish vegetation, looks somewhat like home to the native of Northern Scotland. Saddle transport is general, although a few motor-cars and lorries are in use.

Points of Interest:—In Sparrow Cove, Port William, can be seen the "Great Britain"—the first of the iron screw steamships. Government House, the Colonial Secretary's Office, and the little Cathedral claim attention, as well as the monument commemorating the Battle of 1914. The Town Hall, containing the Museum, Library, Court-room and Post Office, was destroyed by fire in 1944. The new Town Hall is nearly finished.

Landing:—By shore-boat.

Currency:—Local Government notes and English silver.

East and West Falklands.

The Falkland Islands lie 300 miles east of the entrance to the Straits of Magellan, and form a land surface of 4,618 square miles. Their conformation, with fjord-like inlets and evidences of glacial action, shows some resemblance to Eastern Tierra del Fuego.

East Falkland, with its adjacent islands, has an area of 2,580 square miles; West Falkland, with its islands, 2,038 square miles. These two groups constitute the "Colony," as distinct from the Dependencies, far to the southward, which form part of Antarctica. They lie between lat. S. 51° and 53° and between long. W. 57° and 62° ; approximately 1,000 miles due south of Montevideo and 480 miles north-east of Cape Horn.

Mount Adam, the highest point of West Falkland, is 2,315 ft. high. Mount Osborne, the tallest peak of the Wickham Heights, on East Falkland, is 2,245 ft.

The people of the Falklands are almost exclusively of pure British descent, and descendants of the early pioneers own the greater part of the land. They are hard-working and thrifty and number 2,273. The general health is good.

Climate:—The records of the Meteorological Office show that

the absolute extremes of temperature found at Cape Pembroke, near Stanley, over a period of ten years are 75° and 19°. The winters are slightly colder and the summers much cooler than in London. The average daily sunshine is 3 hours and 48 minutes, but in January is over 6 hours. The average rainfall is 26.43 in. as against 23.80 in. at Kew. Constant strong winds usually prevail in summer, and gales are recorded as blowing for 237 hours in the year; but severe storms are rare. Strong frosts are infrequent, snowfalls are not heavy, and snow does not lie long.

"In the rigour of its climate and prevailing high winds the Colony has a valuable protection against the introduction and spread of disease. On the other hand, the weather is trying to a degree that is harmful to good health, by reason of its depressing nature and the indoor confinement it imposes. In contrast to this, no climate in the world can surpass in geniality the bright, calm weather sometimes experienced, when the clearness of the atmosphere is astonishing. Occasionally, in summer, marvellous sunsets and afterglows are seen."—*Colonial Report*.

Soil:—Upon East Falkland the country is wild moorland, interspersed with rocks and stones. Building-stone of Devonian and Gondwana formations is found in different parts of the island. The soil is chiefly soft peat, making travelling difficult. There are no roads except in Stanley, and communication is by horse, boat, or caterpillar cars. The islands are so well adapted for sheep-farming that the whole acreage has been devoted to that industry. The tussac, which grows to the height of 7 ft., yields fattening food for cattle, but has disappeared from the main East and West Falklands, but abounds on the smaller islands. There are no trees.

EARLY HISTORY.

The Falklands are said to have been visited in 1592 by the English navigator Davis and in 1594 by Sir Richard Hawkins, who first described them in detail. Captain Strong landed upon them in 1690 and gave them their present name. During the first half of the 17th century adventurers from St. Malo visited the islands, and called them Iles Malouines in French, and Islas Malvinas in Spanish.

In 1764 they were taken by France, and Bougainville planted a small colony at Port Louis. Two years later France admitted Spain's prior claim and ceded her rights. In 1767 England asserted her dominion, and a post was established in the West Falklands to survey the group. This was driven out by the Spaniards in 1770 and restored in the following year, after threat of war. The post was abandoned in 1774, and there was no further formal occupation until 1820, when the "United Provinces of South America" hoisted their flag at Port Louis. This settlement was broken up in 1831 by an American warship owing to the illegal imprisonment, by a German in charge of the settlement, of some American sealers. In 1832 British warships were sent to reassert Britain's claim. Argentina refused to leave; its flag was struck, the British flag raised, and the Argentine garrison expelled. There has been no change of ownership since. Centenary celebrations were held in 1933.

The Argentine Government still does not recognize the British occupation, and presents an annual protest against it. In Argentina the Falklands are known as the "Malvinas."

ADMINISTRATION.

The Colony is administered for the Crown by a Governor, aided by an Executive and Legislative Council. The Legislative Council is composed of the Governor (Chairman); three ex-officio members—the Colonial Secretary, the Senior Medical Officer, and the Agricultural officer; three official and two non-official members nominated

by the Governor ; and four representatives elected by the people.

The Governor is ex-officio Judge ; there is a magistrate for East Falkland, and one for each of the Dependencies.

Elementary education is provided in Government school in Port Stanley, and by travelling teachers in the camp.

GOVERNOR : Sir Miles Clifford, K.B.E., C.M.G., O.B.E.

NATURAL PRODUCTS.

Farming methods are less advanced than in Argentina. The poverty of the soil, the isolation of the colony, and the intemperance of the climate, make progress difficult. The whole colony carries only 10,725 cattle and 2,819 horses. Sheep-farming is the only important industry. The islands carry some 618,605 sheep, yielding about 5 million lb. of wool for sale, chiefly on the London market. Surplus sheep are boiled for tallow. Export of wool : 1947—5,117,075 lb., value £238,550 ; 1948—4,736,950 lb., value £277,900

Export of hides and skins : 1948—7,566 cwt., value £23,930. Tallow, 1948—1,393 cwt., value £6,616.

A single company farms almost one-third of the area and one-third of the sheep. The larger of the 23 remaining farms are owned by companies and farmed by resident managers.

Small quantities of oats and potatoes are grown.

COSTS AND WAGES.

The cost of living is about 20 per cent. higher than in the United Kingdom. Freights necessarily add to the prices of groceries, all of which are imported. Farm servants get £7 12s. 6d.—£9 16s. 6d. per month, with quarters, fuel, meat, and milk free. Unskilled labourers earn 1s. 4d. per hour, and skilled workmen about 1s. 9d. per hour in Port Stanley, plus 4d. per hour cost of living bonus. No labour may be imported, except by permit from the Colonial Government.

FOREIGN TRADE.

	1945.	1946.	1947.	1948.
	£	£	£	£
Imports	164,487	221,559	245,296	293,212
Exports	198,831	259,425	265,096	321,384

The principal imports are hardware and machinery, groceries, timber, drapery and wearing material. The exports consist of wool, tallow, hides and sheepskins.

POSTAL COMMUNICATIONS.

Mails are received about once a month, *via* Montevideo. Air mail for the Islands is sent by air to Montevideo and on by sea. Rates are 6d. for air letter forms, 1s. 3d. up to 5 grammes ; 2s. up to 10 grammes.

POSTAGE.—British Empire 2½d. per ounce ; other parts 3d. first ounce, 2d. per additional ounce.

WIRELESS communication is now maintained with London, Montevideo, Punta Arenas (Chile), General Pacheco (Arg.), South

Georgia and Bergen (Norway). There is a Government local relay system, and a weekly stencilled newspaper, the *F.I. Weekly News*, is published.

THE DEPENDENCIES.

The Dependencies, as distinct from the Colony, include the land surface between longitudes 20° W. and 50° W. to the south of latitude 50° S. ; and between 20° W. and 80° W. to the south of latitude 58°. The boundaries include a sector stretching to the South Pole, the territory of Graham Land and a number of islands. Of the last-named, South Georgia, the South Shetlands, South Orkneys, and South Sandwich Islands are the chief.

The total area of about 3 million square miles includes about 1 million square miles of sea, fairly accessible for whaling, sealing, and fishing. The Weddell Sea, with its floes and icebergs, forms part of the area.

The whaling industry of these waters is greater than that of the entire remainder of the world. In 1947, 146,706 barrels of whale oil, value £1,592,519 were exported. The 1948 figures were 162,939 barrels, value £2,252,924. The production of guano has been considerable. During 1947, 5,257 tons, value £72,625 were exported. In 1948, 82,064 cwt., value £116,639. Export of seal-oil, 1946—31,093 barrels, value £171,470 ; 1947—9,393 barrels, value £69,921.

South Georgia, in latitude 54½° S. and longitude 36° to 38° W., has an area of about 1,000 square miles, and a population of about 4,000. There are two whaling factories, and of the whalers most are Swedish or Norwegian. The resident magistrate and other officials are stationed at Grytviken Harbour, where there is a wireless station in communication with Stanley.

South Georgia is a mass of high mountains covered with snow where not too precipitous. Observations extending over three years point to snowfall upon 124 days per annum. The valleys are filled with glaciers which in many cases descend to the sea. The coastal region is free from snow in summer and more or less clothed with vegetation.

The **South Shetlands**, about 400 miles S.E. of Cape Horn, have good summer harbours, including one at Port Foster on Deception Island, a place notable for its hot springs. There is one shore station. It is not worked at present.

The **South Orkneys**, about 200 miles eastward of the South Shetlands, serve as a base for whalers, as do the **South Sandwich Islands**, a volcanic group some 250 miles S.E. of South Georgia.

The trade done by the Dependencies is as follows :—

	1945.	1946.	1947.	1948.
	£	£	£	£
Imports	548,225	724,078	785,897	2,043,335
Exports	596,953	931,140	1,949,492	3,900,203

These figures include re-exports.

FRENCH GUIANA

Routes to French Guiana:—Cayenne is on the east coast route of Pan American Airways. The Surinam Navigation Company has a fortnightly service between Cayenne and Dutch Guiana. Normally, the French Line touches at Trinidad, Surinam, Cayenne, and St. Laurent. There is a small steamship service which calls at nearly all the coastal towns of French Guiana.

Cayenne, the capital and the colony's chief port, is on the island of Cayenne at the mouth of the Cayenne River. The population is about 12,000. It is 400 miles from Georgetown (British Guiana) and 260 miles from Paramaribo (Dutch Guiana) by sea. Ships discharge into lighters. The mean annual temperature is 80°F., and varies little; the average rainfall is 100 inches. There is a road to St. Laurent (140 miles), and another running inland (25 miles). All the political and commercial administrations are at Cayenne.

Hotels:—Hotel des Palmistes; Hôtel de l'Europe. There is a housing shortage. Unfurnished and furnished rooms are expensive.

Air Services:—See under Air Section. The aerodrome is 17 kiloms. from the town.

St. Laurent du Maroni, on the Maroni, with about 2,000 inhabitants, is the next important town. The penal administration is here. There are two hotels, slightly cheaper and no better, nor worse, than those at Cayenne.

On the **Iles du Salut** ("Devil's Island"), 27 miles north-west of Cayenne, was the notorious convict settlement in which French prisoners were interned until 1945. Dreyfus was a convict there.

PHYSICAL FEATURES.

Guyane, the only French possession in South America, lies north of Brazil, its eastern frontier formed partly by the River Oyapok and its southern by the Tumuc-Humac mountains. The western frontier with Dutch Guiana is along the Rivers Maroni and Itany. The northern boundary is the Atlantic coastline of about 300 kilometres.

The area is estimated at 34,740 square miles, or one-third that of France. The land rises gradually from the coastal regions to the higher slopes and plains or savannahs, about 50 miles inland. Forests cover the hills and valleys of the interior.

The colony is well watered, for over twenty rivers run to the Atlantic. Besides those named there are the Mana, Cayenne, Sinnamarie (with its tributary the Coureibo), Maroni, Oyack, and Approuague. Smaller rivers and tributaries are the Inini, Ardoua, and Camopi.

The only mountain range of importance is the Tumuc-Humac. Among the higher peaks are Mounts Mitarka, Temorairem, Leblond, and Timotakem, this last in the extreme south on the Brazilian frontier.

The islands include the *Enfant Perdu*, the *Malingre*, *Iles du Salut*, *Ile du Diable*, and *Rémire*.

The climate is tropical with a very heavy rainfall. Extreme ranges of temperature are 20 and 34 degrees, but is usually between 24 and 29 degrees. The rainy season is from November to July, with a short dry interruption in February and March. The great rains begin in May. The dry season is from July to mid-November. The best months to arrive are February and March. Tropical diseases, dysentery, malaria, etc., occur, but the colony is fairly healthy.

The population, at the 1946 census was 23,513.

ADMINISTRATION.

Awarded to France by the Peace of Breda in 1667, French Guiana was twice attacked, first by the British in 1667 and later by the Dutch in 1676, when the Governor was taken a prisoner to Holland. In the same year the French retook possession and remained undisturbed until 1809. In that year a combined Anglo-Portuguese naval force captured the colony, which was handed over to the Portuguese (Brazilians). Though the land was restored to France by the Treaty of Paris in 1814, the Portuguese remained until 1817. Gold was discovered in 1853, and disputes arose about the frontiers of the colony with Dutch Guiana and Brazil. These were settled by arbitration in 1891, 1899, and 1915.

By the law of March 20, 1946, the "Colony" of French Guiana became a French "Department," with the same laws, regulations, and administration as a department in metropolitan France. The chief Courts sit at Cayenne.

NATURAL RESOURCES.

The soil is fertile, the subsoil rich; there are 750,000 acres of land available for stock raising, and the coastal waters teem with fish. It could be a prosperous agricultural region, but will not be so till agriculture turns to subsistence farming (rice, vegetables, stock raising) to fulfil domestic needs and provide export to the Antilles. Forests should be exploited, roads built, immigration encouraged. Factors which offset this future are the sparse population, and the emphasis on gold mining.

Agricultural products are few and of little importance for export, the principal being sugar, coffee, and cacao. Sugar is grown on 430 hectares. Production is only some 92 metric tons, and 1,273 metric tons of Tafia, or molasses rum. There are cultivated for domestic consumption sweet potatoes, manioc, maize, tobacco, and bananas. Only about 9,000 acres are under cultivation.

Various timbers, including rosewood, are found in the forests, but these have hardly been touched as yet; though a fair amount of hardwood is exported (884 m. tons, value 7.8 million francs, in 1948). There are factories for the production of rosewood extract, which is exported to France (9.7 m. tons, value 4.9 million francs in 1948). Small amounts of balata are collected. Shoes are

made, and exported.

The **gold** mines exported 330 kilos in 1948, 391 kilos in 1947. It is the chief industry. Other minerals found include silver, copper, iron, lead, mercury, and phosphates.

Trade :—The larger part of the exports are to the U.S.A., but over half the imports are from France.

	IMPORTS. Francs.	EXPORTS. Francs.
1943	86,900,000	21,500,000
1944	182,200,000	38,400,000
1946	255,700,000	96,200,000
1947	213,700,000	70,300,000
1948	878,000,000	153,900,000

Imports into French Guiana cover a very large variety of commodities, cotton goods, clothing and underwear, metal goods, wines, oils, shoes, paper, dried fish, and flour.

GENERAL INFORMATION.

The **language** is French. The **religion** is predominantly Roman Catholic. Weights and measures are metric.

The **currency** is based on the French unit of value, but the coins and bank-notes differ in design.

Transport:—There are no railways, and the few roads lead to the capital. The main road, more or less a trail, runs for 130 kms. from Pointe Macouria, on the roadstead of Cayenne, to Iracoubo. Another 117 kms. takes it to Nana and St. Laurent. One to three ton boats which can be hauled over the rapids are used to reach the gold seekers, the forest workers, and the rose wood establishments, but air services are beginning to be used.

Commercial Travellers:—The visa of a French Consul is required on passports. No licenses are required and arrangements can be made for the temporary admission of samples under bond for the amount of duty ; this is cancelled when the goods are re-exported. The cost of living is up about 300 per cent. since 1939.

Public Holidays:—In addition to the feasts of the Church :—January 1 : New Year's Day ; July 14 : Fête Nationale ; and December 25 : Christmas Day. Mohammedan holidays are observed, but the dates are uncertain.

POSTS AND TELEGRAPHS.

There is radio-telephone communication between Cayenne, St. Laurent, St. Georges, Régina (Approuague), the Isles du Salut, and Suriname.

Two ordinary telephone lines connect Cayenne and Iracoubo *via* Macouria, Kourou, and Sinnamary, and St. Laurent and Mana. Foreign telegraph communication is *via* Paramaribo or Fort-de-France, from the TSF station at Cayenne.

Outward **mails** are despatched by various routes at frequent intervals. Postage from Britain, 3d. first ounce, 1½d. each ounce after. Homeward mails, irregular. Air mail, see page 30.

GUATEMALA

External Communications:—The United Fruit Company have sailings to Puerto Barrios from New York, New Orleans, Boston, and Philadelphia. This is the most rapid way by which Guatemala may be reached by sea from Europe. The journey takes six and a half days from New York and four days from New Orleans.

The Grace Line have a service from the west coast ports of the U.S. to Champerico and San José.

Messrs. Elders and Pyffer have occasional sailings from Avonmouth and Swansea to Puerto Barrios. The Pacific Steam Navigation Company have sailings from Liverpool. The joint service of the Royal Mail Lines, Ltd., and Holland America Line from Britain passes through the Panamá Canal. Connections can be made at Cristóbal with the weekly departures of coastal steamers to San José.

Any of the direct steamers from Europe take at least three weeks to reach Guatemala.

Air Services:—By air Guatemala is connected by the Pan American Airways and TACA with the United States *via* Mexico and with South America *via* Panamá; also with the capitals of the other Central American republics.

A local company, AVIATECA, with headquarters at Guatemala City, serves numerous interior points. Its main business is the carriage of chicle from El Peten.

Both Guatemala City and Puerto Barrios have large airports. Nearly all the country towns have landing grounds.

Guatemala City, capital of Guatemala, set on a plateau 4,880 ft. above the sea, is connected by rail with the Atlantic at Puerto Barrios (200 miles), with the Pacific at San José de Guatemala (75 miles), and Champerico (156 miles). The population is 193,982, the climatic range is from 45 to 85° F., and the rainfall about 45 in. per annum. The city was founded in 1776, after the destruction of the former capital now called Antigua, some 25 miles away. Its surroundings of green hills and volcanoes are strikingly beautiful. The streets are broad, and in the business quarter many imposing buildings have been erected. The National Palace, University, Public Health Institute, Temple of Minerva, Chamber of Deputies, the Post Office and Airport are notable. There are four particularly beautiful churches, the Cathedral, the Cerro del Carmen, La Merced and Santo Domingo. Municipal improvements to the drainage and water supply have been made.

A Touring Club promotes travel within the country, which is rapidly being opened up by good motor roads. Most of these remain serviceable during the rainy season. It is now possible to drive from Guatemala City through the highlands to Totonicapán, visiting Lake Atitlán and Sololá *en route*, and thence down to Quetzaltenango, and on to San Marcos and the Suchiate River (Mexican frontier, 12 hours) or to other towns in western Guatemala. It is also possible to motor from Guatemala City across the frontier to Santa Ana, in the Republic of Salvador, and on to the capital, San Salvador, in 7 hours. The route is through Barberena, Cuillapa, San José, Acatempa, Progreso and Asuncion Mita. This motor tour is a fascinating experience, with magnificent stretches of scenery and

numerous Indian villages by the way or just off the route. From Guatemala City one may also drive all the way to the port of San José on the south coast in 2 hours, or go by auto-bus in 3 hours. Quetzaltenango is reached by car in 6 hours, and Cobán in 12 hours.

Hotels:—Victoria, Palace, San Carlos Gran, Pan American, comfortable, and excellent meals, U.S. \$5.00-10.00 a day with board; also Pension Gueroult and Royal Home for long stay. There is a permanent display of Guatemalan manufactured articles at the Hotels mentioned. (See advertisements.)

Restaurants:—The Patio, under American management; Maya; Los Arcos; El Rinconcito.

Night-Clubs: Casa Blanca; Ciro's.

Taxi-cab Fares:—The minimum fare is 75 centavos. Taxis of the Ferrocarril, Azules, Concordia and Palace Companies can be recommended.

British Legation:—11, Calle Poniente, No. 10.

Cables:—All America Cables and Radio, Inc., 6a Avenida Sur Esquina, 10a Calle Oriente. Tropical Radio: 12, Calle Oriente 1B and Palace Hotel.

Bank of London and South America; Banco Agrícola Mercantil; Credito Hipotecario Nacional de Guatemala; Banco de Guatemala; Banco de Occidente.

Clubs:—Guatemala Club and the American Club. There is a golf course at the Guatemala Country Club, 5 miles from the city, and a smaller one at the Pamplona Golf Association, 3 miles from town, and the Mayan Golf Club. The Guatemala Lawn Tennis Club is the chief centre for tennis.

Tourist Bureau:—6 Avenue South 17.

Rail:—International Railways of Central America to Puerto Barrios, two through trains daily in each direction, 10½ hours. San José de Guatemala (Pacific port, one train daily. To Champerico *via* Retalhulue, daily; to San Salvador *via* Zacapa, daily; connection is made at Ayutla (180 mles) with the National Railways of Mexico.

No meals are served in trains, although sandwiches and light refreshments, iced beer and soft drinks can be bought.

Road:—Motor-car (or motor coach, Q4.00) can be taken to San Salvador, capital of the neighbouring Republic, and this route may be preferred to that *via* San José—involving steamer to Acajutla and rail to San Salvador. Fare, Q100.

EXCURSIONS.

To Lake Amatitlán by rail (see Amatitlán), or by motor.

To Antigua by motor (25 miles).

To Lake Atitlán by rail (87 miles) to Patulul, and motor car to Sololá, where there is an hotel; or by motor car from the capital. A steam launch makes regular trips upon the lake Atitlán, which is 63 miles in circumference, and 6,000 ft. above the sea. Volcanic mountains surround the water, there are numerous picturesque islands, and a dozen primitive Indian settlements are seen upon the shores.

Hotels at Lake:—Tzanjuyu; Casa Contenta.

Puerto Barrios, in the large land-locked Gulf of Amatique, on the Atlantic coast, is the terminus of the International Railways of Central America. It is about 200 miles from the capital, and has a population of 26,003. Three-fourths of the import trade of the country is done at this port. Road to the capital.

Tourists may ascend the Rio Dulce as far as Lake Izabal and the old Spanish fort, San Felipe, set among superb river and lake scenery. Sixty miles out of Puerto Barrios by rail is Quirigua, where are the wonderful Maya ruins. There are temples, monoliths and columns covered with baffling inscriptions.

Hotels:—Del Norte, \$6 U.S.; Tivoli, \$3 U.S.

Steamers:—Weekly to New Orleans, New York, and Europe. A motor-boat service is maintained with Livingston and Puerto Cortes.

Railway:—To Guatemala City, 7.45 a.m., arrive 5.45 p.m. Also night service, 12 hours, but best avoided unless there is an observation car. Fare Q5.90.

Cables:—Tropical Radio, United Fruit Company building.

San José, on the Pacific side, is the second port of the country. It is connected with the capital by 75 miles of rail, with one daily train, and by a motor road (68 miles, 1½ hours by car, 3 hours by

daily motor coach). San José has an iron wharf 915 ft. long by 72 ft. wide, with a depth of 35 ft. at pier-head. Here there is storage room for 8,000 sacks of coffee. There are facilities for receiving 600 tons of merchandise per day, and for handling weights up to 20 tons. The chief exports are coffee, honey, sugar, hides, deer-skins, mahogany, cedar, essence of lemon, and grass. The population is small (10,784) and the place is of importance only as a port of entry or departure and as a seaside resort.

Rail:—To Guatemala City and Puerto Barrios; also to Champerico *via* Retalhuleu.

Hotel:—California, \$3.50 U.S.

Trains:—For the capital, leaves 5.20 a.m., arrives 10.30 a.m. Fare, Q1.80.

Steamers:—Regular three-weekly service with Champerico and Puntarenas C.R. and Ecuadorean, Peruvian and Chilean Ports; also with Seattle, Vancouver, and to Scandinavian ports.

Cables:—All America Cables and Radio, Inc.

OTHER TOWNS.

Amatitlan, upon the lake of the same name, is 23 miles by rail and 17 miles by road from the capital. The lake, a beautiful sheet of water $7\frac{1}{2}$ by $2\frac{1}{2}$ miles, gives fishing and boating. There are thermal springs on the lake side with groves of trees, coffee and sugar plantations. The lake is surrounded by picturesque chalets with lawns to the water's edge. Population, 9,705; Altitude, 4,080 ft.

Hotels:—Central; Los Arcos.

Antigua, the former capital, 25 miles from Guatemala City, is reached from that point by motor-car and daily service of motor-coach. The town is pitched 5,000 ft. above sea-level in view of the three volcanoes—Água, Fuego, and Acatenango—which rise to some 13,000 ft. It had in the eighteenth century a population of 80,000, a university, and about one hundred churches and monasteries. An earthquake of 1773 destroyed the city, creating ruins which rank with the most impressive in the New World, but the Cathedral, built 1534, is intact. Picturesque coffee estates surround the town, which has 25,000 inhabitants.

Antigua has splendid examples of Colonial architecture. See the ruins of El Carmen; of Santa Cruz, off the road in a coffee plantation; the hospital, the Cabildo, the Museum, Casa de los Leones, and the Church of La Merced.

Hotels:—Nimajay, 50 rooms; Santa Rosa; Mansion Belen; Casa Murua; Q4.00–10.00 a day, with meals; Aurora; Alcazar.

Ayutla, upon the Mexican frontier, is 14 miles by rail from Retalhuleu. It is separated from the Mexican town of Suchiate by the Suchiate River; the two railway stations are about 3 miles apart. The river is crossed by a railway bridge to Suchiate, from which point Mexico City can be reached over the Mexican National Railways. There is a road bridge 25 miles up-stream into Mexico. Population, 3,705.

Hotels:—La Perla; Pension Rosita.

Champerico, an open roadstead upon the Pacific, in the western part of the country. The town has only about 2,599 inhabitants, but it is served by daily trains from the capital *via* Retalhuleu throughout the year. The long iron wharf is connected by two railway tracks with shore warehouses. It has storage for 8,000 bags of coffee, and facilities for handling 400 tons of cargo daily. It is the port for

Retalhuleu and Quezaltenango, and is visited frequently by steamers plying to Europe *via* the Canal and between Puget Sound, San Francisco and Ecuadorean, Peruvian and Chilean ports.

Hotel:—Miramar.

Chiquimula, capital of Department of the same name, is 18 miles from Zacapa, on the International Railways, and can be reached from the Capital either by rail *via* Zacapa or by road. It stands 1,245 ft. above sea-level, and has a population of nearly 32,000. Climate, warm but healthy. The principal products of the Department are rice, corn, beans, coffee, sugar-cane, cocoa, and tobacco. There are also minor silver, lead, copper and gold mines. Chiquimula has kept much of its Colonial character. See in particular the Church.

During the month of January thousands of pilgrims pass through the town on their way to Esquipulas, where there is a famous sanctuary.

Hotel:—Zacapa.

Coatepeque, in the Department of Quezaltenango, stands at an altitude of 1,580 ft., and has a population of 26,733. It is 44 miles from Quezaltenango, 160 miles from Guatemala City, and 21 miles from Ayutla. It is reached from the capital by railway and from Quezaltenango by motor. It is the centre of one of the richest coffee zones in the country. Other products are maize, sugar cane, bananas, and cattle.

Hotel:—Europa, Ambos Mundos.

Cobán, capital of the Department of Alta Verapaz, is 100 miles north of Guatemala City, in the centre of a rich coffee-growing district. The climate is semi-tropical, the altitude is 4,331 ft., and the population 25,000. There are water connections with Livingston, near Puerto Barrios, including a 28-mile link of railway between Panzos and Pancajche. A road is open all the year round to Pancajche and another to El Rancho (dry season only) on the International Railway. AVIATECA plane service 3 times a week.

Hotels:—La Posada; Monja Blanca.

Escuintla, 32 miles from the capital along the new road to San José and upon the railway to San José and the Mexican frontier, is a winter resort. The Agua volcano faces the town, which is situated in a rich tropical valley at an altitude of 1,100 ft. Population, 47,444. The town is famous for its medicinal baths and fruit. There are motor roads to Guatemala City and Antigua. Air port at Concepcion, 2 miles away.

Hotels:—Ferrocarriil; Metropol.

Flores, capital of Petén Department, is 280 miles from Guatemala City, whence it may be reached by air. It is also reached from Belize, British Honduras, *via* the Belize River, and then overland, a trip which takes anything from 4 to 15 days, according to the weather. The products are chicle and timber. Population, 2,100. Altitude, 436 ft. The town is built on an island in the middle of a beautiful lake. The Mayan ruins of Tayasal are near.

Hotel:—Cambranes.

Huehuetenango, 150 miles from the capital and towards the Mexican frontier, is a lead, silver, and copper mining centre, at the foot of the Cuchumatanes mountains. There are good roads to Quezaltenango (57 miles) and Guatemala City. When the short

road to Comitan (Mexico) has been built, the Inter-American Highway from Nuevo Laudedo (U.S.A.), to San Salvador will be completed. The climate is pleasant, for the elevation is 6,100 ft. The population is 14,178. Air and motor-coach services to Capital daily.

Hotel:—Pan American.

Jalapa, capital city of the Department of Jalapa, is situated in a beautiful valley at an altitude of 4,526 ft. It is reached from Guatemala City by motor car and then by train to Jalapa Station. The main products are corn and beans. Population, 45,174. Average temperature, 68° F., but falls in December and January to as low as 41° F. The valley of Monjas, near the city, is one of the most fertile in the country. A motor bus service runs daily.

Livingston, on the left bank of the Rio Dulce, is 14 miles northwest of Puerto Barrios on the Gulf of Amatique. Its principal trade is in bananas and boat-building. The place serves as a starting point for Cobán *via* the beautiful Dulce River, Lake Izabal and the Polochic River, as far as Panzos (110 miles), rail to Pancajche (30 miles), and thence by automobile (50 miles). There is an over-night stop at Panzos, but food should be carried for the trip. The population is 16,339. Livingston ships about 100,000 quintals of the famous Verapaz coffee from Cobán annually.

Hotel:—Livingston.

Mazatenango, on the Central Railway, 114 miles from the capital, 80 miles from San José, is the chief town of the Costa Grande zone, a district fertile in coffee, sugar, cocoa, and tropical fruits. Population, 28,621. Altitude, 1,250 ft. Aviation field at Chitalon, 2 miles away.

Hotels:—Guatemala, Josué.

Quetzaltenango, second city of the Republic and the capital of its Department, is 70 miles inland from Champerico and is served from that port by International Railways as far as San Felipe, thence by motor car. The altitude is 7,800 ft., the population 30,000, and the climate good. The neighbouring valley is fertile in grain and coffee. The streets, houses and people are picturesque. A road is open *via* Lake Atitlán and through Godinez and Chimaltenango to Guatemala City (124 miles). A road through San Marcos runs to the Mexican frontier. The richly rewarding Indian township of **Chichicastenango** is 50 miles away by road. It has fascinating market scenes, distinctive tribal costumes and exotic products. The best hotels are the *Mayan Inn* and the *Chaguilla*.

Hotels:—Plaza; Recreo; Modelo, \$4-7 U.S.

Quiché, 90 miles west of the capital, 6,500 ft. above the sea, has a population of 17,830. The ruins of Uatitlán, the Indian city which the Spanish conquerors destroyed, are close at hand.

Quiriguá, in the valley of the Motagua River, and on the railway from Puerto Barrios (60 miles), has the remains of a Maya temple and carved monoliths of prehistoric age and remarkable beauty. The United Fruit Company Hospital is here.

Retalhuleu, a town of 19,700, on the International Railway, is reached from Champerico (28 miles) and from Ayutla. The town serves a large number of coffee and other estates. The climate is

hot. Altitude, 785 ft.

Hotel:—Astor.

San Marcos, near the Mexican frontier, and 35 miles west of Quetzaltenango, is a centre of the coffee trade. Altitude, over 8,000 ft. The Indian town, San Pedro Sacatepéquez, one mile away, is of considerable commercial importance. The combined population is about 11,300. It has an air port and a radio station. The motor-road from Quetzaltenango is exceptionally picturesque. This road, a section of the Pan-American Highway, is continued to the International Bridge over the Suchiate River, at Talisman into Mexico.

Hotel:—Longo.

Sololá overlooks Lake Atitlán from an altitude of 7,000 ft. The Sololá and San Pedro volcanoes are in the same district, and the scenery is impressively grand. Sololá is reached by motor from Guatemala City (100 miles), *via* Los Encuentros. Population, 16,233. There is a passable hotel in the town. Close by is the native village and tourist resort of Panajachel, on the borders of the lake.

Hotels:—Tzanjuyu and Casa Contenta.

Totonicapan, capital of its Department, is east 15 miles from Quetzaltenango, or about an hour by car. It has an Indian population of 30,103, and a semi-tropical climate. Altitude, 8,300 ft. Products: wheat, corn, beans, wool. There is a road to Guatemala City (110 miles), and another to Nahuala.

Hotel:—Central.

Zacapa, with a population of 18,000 stands 100 miles from the capital on the railway to Puerto Barrios, or about midway. Passengers stop for meals. A line from this point connects with the Salvador section of the International Railways. Altitude, 613 ft. Good quality tobacco is grown, and the local sulphur springs are used in the treatment of rheumatism. There is a road to the Capital.

Hotel:—Ferrocarriil.

PHYSICAL FEATURES.

Guatemala, the chief commercial country of Central America, has a superficial area of 45,452 square miles. It is bounded by Mexico, British Honduras, Honduras, and Salvador. It has an Atlantic seaboard of 70 miles and a Pacific coast-line of 200 miles. About two-thirds of the country—the western and southern areas—is mountainous and volcanic, sloping sharply to the Pacific and more gradually to the Atlantic.

The Peten Department, however, is in the main a low, undulating plain. The Cordillera of the Andes is towards the Pacific coast. The Cockscomb range of mountains extends into British Honduras, and the Santa Cruz range towards Amatique Bay and the port of Livingston. The Merendon Mountains, east of the Motagua River, divide Guatemala from Honduras.

Of the numerous volcanoes two only are still active. Fuego (12,581 ft.), long extinct, erupted once more in 1932 and is still smoking. A new and active vent in the volcano Santa Maria burst out in 1902 and gives continual evidences of activity; it is close to Quetzaltenango. Agua destroyed the first capital of Guatemala in 1541. Tacana (13,330 ft.) and Tájumulco (13,814 ft.), both near the Mexican frontier, are the two highest peaks. Santa Maria is 12,300 ft. high, Atitlán 11,500, Acatenango 13,000, Agua 12,300,

Pacaya 8,500, Jumay 5,940, and Chingo, on the Salvadorean frontier, is 5,850 ft.

The important rivers include the Usumacinta, which enters Campeche Bay in Mexico ; and the Motagua and Polochic (navigable) which have a course of about 300 miles before flowing into the Gulf of Honduras. The larger lakes are Izabal (36 miles in length), Petén (27 miles), Atitlán (17 miles), and Amatitlán (9 miles).

The temperature, dependent in the main upon altitude, varies greatly. Most of the population lives at altitudes of between 3,000 and 8,000 ft., where the climate is healthy and of an even springlike warmth—warm days and cool nights. The temperature in this “templada” region ranges between 45° F. in December and January to 85° F. in March and April. The coast lands and northern region, low-lying, hot, humid and tropical, are covered with dense vegetation. The mean annual temperature in this “tierra caliente” is about 80° F. The winter months are 6–12 degrees cooler than the hot months of March and April. The pronounced rainy season is from May to October ; the dry from November to April.

Population :—The estimated population in 1948 was 3,754,000, of which at least 55 per cent. are Indians, speaking native dialects as well as Spanish. The remainder are of mixed Indian and Spanish descent (ladinos). The religion is Roman Catholic and the language of commerce Spanish, although English is widely understood. The foreign population numbers 45,000, but immigration is discouraged. The birth-rate is 16.8, and the death-rate 11.2.

GOVERNMENT.

PRESIDENT.

Dr. Juan José Arévalo (1945).

MINISTRY.

Foreign Affairs	.. ..	Ismael Gonzalez Arévalo..
Finance	.. ..	Alfonso Padilla.
Interior	.. ..	Cesar G. Salis.
Education	.. ..	Raul Osegueda.
Public Works and Commerce	.. ..	Col. Carlos Aldana Sandoval.
Agriculture	.. ..	Prof. Francisco Guerra Morales.
Economy	.. ..	Alfonso Bauer Paiz.
Health and Public Assistance	.. ..	Victor M. Geordani.
National Defence	.. ..	Col. Jacobo Arbenz.
Chief of the Armed Forces	.. ..	Major Carlos Paz Tejada.

Under the Constitutional Charter of 1945 the President is elected for a term of six years, and thereafter remains ineligible for re-election for twelve years. The nominees are elected by the National Congress to replace the President in given contingencies. The President and Council of State are empowered in national emergencies to suspend certain constitutional guarantees. The Council of State has seven members, four nominated by the President, three elected by the Congress, and its functions are advisory. The National Legislative Congress, elected by direct popular suffrage, consists of deputies for each 30,000 inhabitants or fraction exceeding 15,000. Failing an absolute majority of votes for any one Presidential candidate, the Assembly elects the President of the Republic from among the three candidates obtaining the greatest number of popular votes. The Assembly declares war, governs national finance, and controls concessions.

Guatemala is administratively divided into 22 departments. The governor of each is appointed by the President.

NATURAL RESOURCES.

The \$ sign represents American dollar. Quintal = 46.01 kilos.

The country is mainly agricultural. The chief crops are coffee, maize, bananas, sugar cane, chicle gum, wheat, rice, beans, potatoes, cotton, and cacao. There are three well marked climatic zones. Land near the coast, up to an altitude of 2,000 ft., is suited to stock raising, cotton, maize, rice, bananas, rubber, palms, and tropical fruits. The inland regions (2,000 to 6,000 ft.) grow sugar, coffee, maize, and fruits. A third zone, with an altitude up to 12,000 ft., is given over to wheat and potatoes. The soil is in the main good, but is not uniform. Owing to labour shortages, mechanical methods are beginning to replace the old ways of farming.

The staple product is **coffee**, mostly of fine quality and grown on steep mountain sides at altitudes of 1,500 to 5,000 ft. The chief coffee districts are in the highlands on the Pacific slope from Guatemala City to the Mexican border, and on the Atlantic side around Cobán. Trees are planted among other trees and hand labour is exclusively used. Trees bear from 3 to 5 years, but most profitably during the succeeding 5 to 10 years. The area planted is about 128,000 hectares. The 1948-49 crop was 1,233,000 quintals.

The coffee is mainly of the Arabica type, and generally accounts for 61 per cent. of the total exports. Exports: 1948—1,055,000 quintals, value Q.30,916,000.

The **banana** industry ranks second only to coffee, and in addition to the large plantations near Puerto Barrios, upon the Atlantic slope, new estates have been opened upon the Pacific for the supply of the Californian market. Bananas account for 20 per cent of total exports. Exports: 1948—5,943,000 quintals; value Q.10,310,000.

Sugar is planted chiefly upon the Pacific slope at an altitude of 1,000 feet. The production of white sugar was 26,800 tons in 1946-47, besides about 40,000 tons of foot sugar, or Panela.

Guatemala has an effective monopoly of the **chicle** gum extensively used for chewing in North America. Large quantities of chicle are gathered in the Petén province, flown to Puerto Barrios, and exported. By agreement with Mexico, Guatemala has accepted an export quota of 600,990 kilos of dry chicle for 1949-50 and 1950-51. Export: 1948—34,000 quintals, value U.S.\$2,747,000.

The country is rich in **timber**, notably mahogany and cedar. The northern provinces contain vast areas of virgin forest largely unexplored. The Peten region is the richest. About 150 varieties of timber have been classified. Exports: mahogany and other cabinet woods, 1948—1,765,000 board ft., ordinary timber (mostly pine), 1,901,000 board ft. There are small exports of cinchona bark.

Maize, the staple food of the people, yields one crop in the highlands and three in the coastal regions, yearly. Production, 17,000,000 bushels. Rice of excellent quality is grown for domestic consumption (9,000,000 lb.), as well as quantities of beans (159,476,000 lb.),

sweet potatoes (666,000 bushels), and cassava (manioc). The soya bean is sown on 124 manzanas; sesame on 4,800 manzanas. Leaf tobacco production is around 5,000,000 lb. Production of cacao is now 20,000 quintals and there are some exports.

Wheat :—Large areas are suitable for wheat, which is cultivated exclusively and somewhat erratically by Indian peasants. The average amount raised is 500,000 bushels.

Cotton :—The native variety known as Criollo is of short staple (just under one inch) and is practically immune from attack by insect pests. It is very white and of exceptional strength. Production in 1948-49 was 3,500 bales, ginned, or 30 per cent. of native requirements.

Production of **vegetable oils** is estimated at 2,300,000 pounds, including 1,000,000 pounds of oil from native palms, 900,000 pounds of sesame oil, 300,000 pounds of cottonseed oil, and 100,000 pounds of miscellaneous oils, including castor, coconut and peanut.

Essential oils, (mainly citronella and lemon grass), are beginning to figure in the exports—300,421 lb., value Q.539,950, in 1947. So are abaca fibres—3,607,014 lb. in 1947.

There are important **cattle** estates upon the Pacific coast, and live fat cattle are exported. Wool is grown for local use in the western part of the country. The official estimate of live-stock shows 900,970 cattle, 216,400 horses, asses, and mules, 617,600 sheep, 63,550 goats, and 374,380 pigs. A modern slaughter house is operating at Escuintla. Refrigerated meat is now exported to Great Britain.

Hides :—Export of cattle hides was 20,999 m. tons in 1947.

Other Products :—Coconuts, rubber, horn, and beans are exported in growing quantities. A very excellent quality of **honey** is produced, and bee-keeping, which is general on the coffee and other plantations, is becoming a cottage industry. There are 48,000 hives, giving 4,000,000 lb. of honey and 108,000 lb. of wax. Both honey and wax are exported.

That Guatemala is not more productive is due to lack of capital, shortage of labour, and the want of communications. The coast-lands are very fertile. The highlands, from the capital to Quetzaltenango, could grow more than enough maize, wheat, and other cereals for the population. Large areas along the Northern railway need only an irrigation scheme for development, and there are enormous tracts of uncleared lands in the north.

Mineral Wealth :—There is not much mining activity, but sulphur is obtained almost pure from the volcanoes. Gold is found in rivers near the Atlantic Coast, mainly at Las Quebradas. White marble was formerly quarried near Zacapa, and there is a limited production of lead, zinc, silver, chromite, manganese and mica.

FOREIGN TRADE.

Gold quetzales = U.S. dollars.

	IMPORTS.				EXPORTS.
1945	\$23,348,833	\$30,435,837
1946	\$36,203,577	\$36,679,134
1947	\$57,319,281	\$52,032,891
1948	\$68,395,000	\$50,165,000

The U.S.A. supplied 74.7 per cent of the imports, and took 86.5 per cent of the exports in 1947.

British investments in Guatemala quoted upon the London Stock Exchange in 1948 were £9,908,480. Average interest, 2.3 per cent. No interest paid on £6,288,228. American direct investment is \$68,224,000.

PUBLIC DEBT.

June, 1949.	External debt	..	..	..	..	Q750,000
	Internal debts	..	..	..	..	Q24,000,000

Manufactures:—Cotton yarn is spun and cotton goods are manufactured by modern methods at Cantel (Quetzaltenango) and in three mills in the capital. Cordage and nets are made from native fibres. There are also 2 woollen mills which spin part of their yarn. Baskets for coffee pickers and sun hats are produced from palm straw. There are 3 rayon weaving and 9 knitting mills using imported yarn.

Tanning and saddlery are well established ; shoes are made locally, but many either wear no shoes or wear a home-made sandal. The present output is 600,000 pairs, 75 per cent. of which are hand-made. Cement is made near the capital, and pottery bricks and tiles are also produced. There are 34 flour mills ; iron foundries, breweries, aerated water, soap and candle, ice and tobacco and chemical factories. Three cigarette factories turn out 900 million cigarettes a year. There is a match factory. Production of beer is 10,221,000 litres annually.

Water power resources in the country have been estimated at 1,300,000 horse power, but only about 16,500 horse power have been developed. In 1948, 588 installations produced 45,075,000 K.W.H.

INTERNAL COMMUNICATIONS.

Railways :

Fares:—

	Quetzales.
Puerto Barrios to Guatemala City	5.90
San José to Guatemala City	1.80
Guatemala City to San Salvador	8.80
„ „ to Ayutla	5.30

The ordinary first-class accommodation is crowded and, especially from Puerto Barrios to Guatemala, not very comfortable in the heat of the lowland journey. No arrangements are made for luncheon on the train. It is usual to take a meal at the Station Hotel at Zacapa during a 35 minute halt. Sandwiches and cold drinks can be had on the train.

Roads and Waterways:—There has been a notable advance in road-making during recent years, and it is now possible to visit almost all cities of any importance by car at any time of the year. From the Capital there are now regular bus services to the main cities and to San Salvador. Roads are dusty in the dry, and muddy in the wet season. Total road length : 4,320 miles.

Small steamers ply from Livingston to Panzos on the Polochic River, using the Dulce River and Lake Izabal. Motor boats and canoes work on the Rivers Usumacinta, Pasión, Chixoy and Motagua, and upon Lakes Petén and Atitlán.

HINTS FOR TRAVELLERS.

All applications for visas abroad have to be referred to the Ministry for Foreign Affairs in Guatemala, and so should be made in good time. Four photographs, a health certificate and a police certificate of good conduct are required for the visa. Visitors must get an exit permit from the Ministry for Foreign Affairs in Guatemala City before leaving the country.

Entertainment : An ordinary dinner, moderate quality and service, costs Q1.50 to Q2 a head without wine. Special dinners cost about Q2.50 and up a head. Cocktails are 75 centavos each and a whiskey and soda 75 centavos.

Baggage:—All baggage, except light suit cases, is inspected at the Customs House in Guatemala City and only reaches the traveller's hotel the day after his arrival. A change of clothing should therefore be carried in a suit case. Travellers with heavy luggage are advised to accept the services of the Express Company's agent travelling on each through train.

Clothing of tropical weight is worn in the hot coast towns. Visitors from the coast to the capital are advised to wear ordinary clothing and bear the temporary discomfort until the higher altitudes are reached. Linen clothing is not worn in Guatemala City or the highlands. Woollen clothes are required to guard against chills. A light overcoat is useful for December and January. Raincoats should be carried for the rainy season and rubber shoes are useful.

The American Hospital at Guatemala City is excellent. The United Fruit Company has hospitals at Quirigua (Atlantic Coast), and at Tiquisate (Pacific). Each of the 22 departments has a hospital run on the same lines as the Civil Hospital in the capital.

Guatemala City has now a pure water supply. Elsewhere visitors should not eat raw lettuce, salads and strawberries unless sure they have been cleaned in filtered water, a precaution not usually taken at restaurants. Drinking water should always be filtered and absolutely boiled as well. It is unwise to drink water from the tap. Travellers to the smaller towns should be injected against typhoid as an extra precaution, although the disease is not endemic to the country. There is malaria in the coastal regions.

Tips must be given, with 25 centavos as a maximum for ordinary services.

Note: Almost all parts of the country can now be comfortably reached by car, with the exception of Puerto Barrios and the Department of Petén.

CURRENCY, WEIGHTS AND MEASURES.

Currency:—The unit is the "quetzal," equivalent to the U.S. dollar, sub-divided into coins of $\frac{1}{2}$, 1, 5, 10, 25, and 50 centavos. The paper currency is for 1, 5, 10, 20, 100, 500, and 1,000 quetzales. The United States dollar is legal tender and in use in retail as well as foreign commerce.

Weights and Measures :—The use of the metric system is not obligatory by law. Customs statistics give imports in kilograms and exports in lbs. avoirdupois. The metric ton is generally used. Yards are preferred to metres. Certain Spanish standards are current.

Land is reckoned by caballerias and manzanas. Cloth is sold by varas. Coffee and sugar are weighed by quintals.

- 1 league = 3 miles.
- 1 vara = $32\frac{1}{2}$ in.
- 1 manzana of land = 10,000 varas square.
- 1 caballeria of land = 64 manzanas = 45 hectatares.
- 1 libra (Spanish) = 16 oz. Spanish.
- 1 arroba = 25 lb. Spanish = 25.35 lb. English.
- 1 quintal = 100 libras = 101.4 lb. English.
- 1 tonelada = 20 quintals = 18.10 cwt. English.

PUBLIC HOLIDAYS.

- | | |
|--------------------------------|-------------------------------------|
| January 1 : New Year's Day. | July 4 : American Independence Day. |
| January 6 : Epiphany. | July 14 : Fall of the Bastille. |
| February, two days : Carnival. | August 13, 14, 15 : National Fair. |
| February 14 : President's Day. | August 15 : Assumption of our Lady. |
| March 19 : St. Joseph. | September 15 : Independence Day. |
| Holy Thursday. | October 12 : Discovery of America. |
| Good Friday. | October 20 : |
| Holy Saturday. | November 1 : All Saints' Day. |
| May 1 : Labour Day. | December 8 : Immaculate Conception. |
| Ascension Day. | December 25 : Christmas. |
| Corpus Christi. | *December 31 : Bank Holiday. |
| June 29 : SS. Peter and Paul. | |

* Or the last working day of the year.

PRESS.

The principal newspapers published in the capital are : "El Imparcial," "Nuestro Diario," and "La Hora." The "Diario de Centro America" is the official gazette.

POSTS AND TELEGRAPHS.

There are national telegraph and telephone systems with about 5,000 miles of wire. Messages in code or in language other than Spanish are charged extra rates. There is direct telegraphic and telephonic communication with El Salvador, Mexico and Honduras, and the Government provides a network of internal radio-telephone. All-America Cables & Radio, Inc., provides communication with all the world through their cable stations at Guatemala City and San José ; the Tropical Radio Co. gives the same facilities through their stations in the capital and at Puerto Barrios and gives radio-telephone service to most countries.

Mails to and from England are dispatched *via* the U.S. ; home-ward mails arrive two or three times a week. The postage on letters from the United Kingdom is 3d. the first ounce and 1½d. thereafter. Air mail, see page 30.

Letters between New York and Guatemala City take a week (by air-mail, 3 days), and from Europe some 20-25 days. Guatemala is in the Postal Union.

There are 17 **broadcasting** stations, most of them in the capital. Those transmitting on waves 30.98 metres and 19.72 can be heard in the United Kingdom.

Guidance for Commercial Travellers.

The certificate of identity embodied in the International Convention held at Geneva in 1923 should be produced. This should

bear the visa of a Guatemalan consular officer resident in the country of issue. No fee is levied for this service, but a charge is made by the customs authorities on arrival for their endorsement of this certificate. (Q.25).

A convention relating to Commercial Travellers and their samples was signed between Guatemala and the United Kingdom in 1931. It is published by H.M. Stationery Office in the Treaty Series (No. 21 of 1932).

The language of the country is Spanish ; it is not easy to get on without it.

Touring in Guatemala.

Guatemala has the grandeur, majesty, and sublimity of towering mountains, the beauty of lake and sky ; and with all that the interest of ancient ruins and buried cities.

The waters of **Lake Atitlán**, some 17 miles in length, lie below the town of Sololá, 100 miles by road from Guatemala City and 37 miles from Nahualate railway station. South of the lake are three volcanic peaks, Atitlán, San Lucas, and San Pedro, each of about 11,000 ft. The town of Sololá stands about 7,000 ft. above sea-level, and a road cut through the solid rock, steep but negotiable by motor, leads down to the Indian village of Panajachel on the lake side. There are two hotels. There is sublime scenery, and the ruined stronghold of the Tzutujil tribe and the life of the Indian town are interesting. The natives, although christianized, observe their ancient rites and wear their tribal dress. There are 12 Indian villages round the lake, each named after one of the Apostles.

Antiquities:—Archaeologists have brought to light remains of three civilizations, described by the late Dr. T. T. Waterman, of the National Museum of Guatemala, as (1) Zapotec (or Aztec) ; (2) Maya (older than Zapotec) ; (3) a nameless culture older than either. Interesting ruins of ancient settlements with mounds and pyramids are found in the coast region of Western Guatemala, not far from the railway line connecting Guatemala City with the port of San José. Valuable archaeological work has been done by the staff of the National Museum in Guatemala, but a great deal of new exploration is desirable.

In addition to large architectural works much eroded by rainfall and masked by vegetation, there are other relics, notably fragments of pottery and chips of obsidian. Scattered over the sites are large building stones of volcanic material, beautifully squared and dressed. Some of the buildings bear colossal heads, carved in stone, and apparently used to ornament great façades.

At Baúl and Pantaléon there are carvings of marked artistic merit. The Maya remains near Quiriguá may be compared with those still nearer to the Honduras border at Copan. Others exist northward in the remote Petén district at Tikal and, westward, at Chaculá (Huehuetenango).

The monuments at Cotzumalguapa (south of Escuintla), at Mitla (Jutiapa), at Utatlán (Quiché), and Tecpán are later.

A GUATEMALAN CALENDAR.

- 1522-4. Spanish conquest of Guatemala under Pedro de Alvarado.
 1541. Guatemala City destroyed by volcanic eruption.
 1821. Revolts against Spanish rule, and joins the Central American Federation.
 1839. Dissolution of the Central American Federation.
 1847. Guatemala declares itself an independent Republic.
 1854. Carrera appointed President for life.
 1863. Costa Rica and Nicaragua become allied with Guatemala.
 1865. Death of Carrera; succeeded as President by General Cerna.
 1871. Revolution; Cerna deposed; succeeded by Justo Rufino Barrios.
 1872. Alliance with Honduras against Salvador. Expulsion of the Jesuits.
 1885. Barrios declares himself the supreme head of the five Central American States and is killed in battle.
 1886. The new President, General Manuel Barillas, makes peace.
 1902. Quetzaltenango and other towns damaged by earthquake.
 1941. Declares war on the Axis.

GUATEMALAN LEGATION AND CONSULATES IN GREAT BRITAIN

RESIDENCE.	DESIGNATION.	NAME.
London (82 Portland Place, W.1).	En. Ex. & Min. Plen., and Consul-General	—
Liverpool	Consul-General ..	Oscar Godoy.
Glasgow	Consul	J. W. M. Sloan.

BRITISH LEGATION AND CONSULATES.

The letter (M) denotes that the Consular Officer holds a Marriage Warrant, the letter (L) denotes that he has the authority to register *lex loci* marriages.

Guatemala ..	En. Ex., Min. Plen., and Consul-General	W. H. Gallienne, C.B.E.	} State of Guatemala and Republics of Honduras, Nicaragua and Salvador.
	1st Secy. Comm., & Consul	C. C. A. Lee.	
	1st Secy. (Labour) ..	A. R. Tennyson ..	
	Vice-Consul (2nd Secretary).	J. C. Jeaffreson ..	
	(M) Pro-Consul ..	E. G. White ..	
Quetzaltenango	(L) Consul	Hugo Fleischmann M.B.E.	

The United States of America are represented in Guatemala by an Embassy and Consul-General at Guatemala City. Canada has a Trade Commissioner in Guatemala City to cover all Central America.

HONDURAS

Communications:—There are no direct regular sailings from the United Kingdom to Honduras. The quickest route from Europe is *via* New York and thence by Pan American Airways to Tegucigalpa. The Atlantic coast of Honduras can be reached from New York and New Orleans by steamers of the United Fruit Company, calling at the ports of Tela and Puerto Cortés. The Standard Fruit and Steamship Company has a service from the same ports to La Ceiba. The Grace Line runs irregularly from San Francisco and Los Angeles to Amapala, on the Pacific coast. Honduras can also be reached by sailings of the joint Royal Mail Line and Holland America Line from London to the Canal, and thence by fortnightly coastal steamer of Pacific Steam Navigation Company.

Air Services are well organized in Honduras. There are altogether 76 air ports in the larger and smaller towns. It is possible by chartering a 'plane to reach almost any part of the Republic from the capital. There are daily services to the North Coast and to the principal towns of the interior.

There is an air port at Amapala, on Tigre Island, and a 'plane can always be chartered for a flight to the Capital. The time taken is 35 minutes. There are services from the capital to Belize (British Honduras), and the neighbouring republics of El Salvador, Nicaragua, Guatemala, Costa Rica and the Canal Zone. The Company operating these services is the "Transportes Aéreos Centro-Americanos," or "TACA," which has international routes also to the U.S.A., Cuba, Mexico, and the northern parts of South America, as well as numerous local services. Special 'planes can be chartered for a trip to any of the Central American capitals. Honduras is also on the Pan American Airways route, from Panama to U.S.A. There is an efficient local air-mail service. The Transportes Aéreos Nacionales, (TAN), runs a cargo service between Honduras, Havana and Miami.

A purely local company, Servicio Aereo de Honduras (SAHSA), also has services which cover most of Honduras and connect with British Honduras, El Salvador, and Managua (Nicaragua). The air line INCA flies between Tegucigalpa and Managua, and between Tegucigalpa and the United States.

La Ceiba, on the Atlantic coast, is 225 miles from Tegucigalpa, 53 by rail from Tela, and 80 by rail from Puerto Castilla. It is the terminus of a railway running through the banana country and is the distributing centre for the north and north-eastern section of the country. It lies in a green valley at the foot of Peak Bonito, 5,000 ft. Bananas, hides, and fruits are the main products. The average annual rainfall is about 120 in., and temperature ranges between 78° to 88° Fahr. Population, 12,185.

Hotel:—Paris.

Amapala, the only port of Honduras on the Pacific coast with a good anchorage, is on the Tigre Island, in the Bay of Fonseca. The population is 2,809. The climate is hot but healthy. Travellers going inland go by launch to San Lorenzo, and on to the Capital by a poor road. There are connections, by Coastal steamers, with Corinto (Nicaragua), and La Union (El Salvador). Vessels lie off shore, and small boats land passengers. Calls are made by Grace Line steamers from San Francisco to Puntarenas, C.R. and Ecuadorian, Peruvian and Chilean ports.

Tegucigalpa, the capital and chief commercial city, is 3,200 feet above sea-level, approximately 100 miles from the Pacific, or 200 miles from the Atlantic coast. Founded in the sixteenth century

at the foot of Mount Picacho, it bears a name taken from the Indian words for "Silver Hills." There are four churches and many private houses dating from colonial times. The Government is now modernizing the centre of the city, macadamizing the streets and adapting them to modern traffic. A bridge over the river Choluteca to the adjoining Comayagüela has been built. The latter town and Tegucigalpa have been united administratively under the title of Distrito Central. Population, 55,715. Among the important buildings are the Presidential Palace, a massive structure with a beautiful interior courtyard, the Palace of Justice, the University, the National Theatre, the Mint and the Bank of Honduras. There are silver and some gold mines near-by and the city serves a large sub-tropical agricultural area. At Zamorano, 2 hours by car from Tegucigalpa to Danli, private interests run a modern Agricultural College open to all Central American students. Tegucigalpa has no rail connections, but the airport is at Toncontin, 4 kms. away.

The main plaza is dominated by the Cathedral. The statue of Francisco Morazan, a hero of the liberation, stands in the centre of the plaza, from which lead the main business streets.

During the rainy season, from May to November, the climate is temperate and healthy. At other seasons it is torrid, but the nights are usually cool. Average maximum temperature is about 75 degrees Fahr.

Tegucigalpa is easily reached from the Pacific port Amapala (q.v.), by which route nearly all the heavy goods are taken. Amapala is on Tigre Island and all passengers and goods for Tegucigalpa cross the Bay of Fonseca, 20 miles, to the port of San Lorenzo, where the road starts for Tegucigalpa, 80 miles away. A road leaves Tegucigalpa and runs through Comayagua and Siguatepeque, rounding beautiful Lake Yojoa to Potrerillos, whence there is a railway to San Pedro Sula and Puerto Cortés. From Tegucigalpa to Potrerillos is 85 miles.

Hotels:—Panamericano, Boston, Marichal (modern), Lincoln (modern), Palace, Honduras.

Cables:—Tropical Radio, Calle de Comercio. All America Cables & Radio, Inc., Agent: Dr. Esteban Mendoza, Av. Paz Baraona.

Choluteca, a sixteenth-century town, can be reached from Amapala, 46 miles, by launch to San Lorenzo and then by car, or from Tegucigalpa by car. The Pan-American Highway to Nicaragua ends here. It is the centre of a cattle and coffee district, and there are mines in the locality. Population, 5,275.

Hotel:—Pension Central, Pension Honduras.

Comayagua, the former capital of Honduras, with a population of about 4,750, stands on the river Humuya, in the fertile valley of Comayagua. The climate is tropical but healthy. There are several churches of colonial times and the Cathedral is notable. The town has a school of law. Comayagua is connected with Tegucigalpa (70 miles), and Potrerillos (98 miles), by the Carretera de Norte.

Hotel:—Colon, Cabanas.

Danli, in the Department of El Paraíso, is 39 miles from Yuscaran, and about 70 miles from Tegucigalpa by motor road. The population is 3,209. The chief industry is agriculture, and the products include coffee, tobacco, cereals, sugar cane, and aguardiente. The place is growing in importance, and a large gold mine, "Agua Fria," is being worked in the neighbourhood.

Juticalpa stands in the rich agricultural district of Olancho, 2,700 feet above sea-level. It is 120 miles north-east of the capital, to which there is a road. It is reached from Trujillo and La Ceiba by rail to Olanchito and on by mule. The road which has been built to the Department of Olancho will increase its importance. Population, 3,836. The main products are cattle, cereals and sugar cane. Gold washing is carried on, mainly in the Guayaré and Guayambre.

La Paz, capital of the province of La Paz in the western part of the rich Comayagua Valley, is one of the oldest towns. It has a population of 3,598, and is a mining as well as an agricultural centre. Tegucigalpa is 63 miles away.

Puerto Castillo, built by the United Fruit Company, lies across the bay of Trujillo. The town was an important banana centre but the plantations have been abandoned.

Hotel:—Casa Grande.

Puerto Cortés, 38 miles by rail from San Pedro Sula and 207 from Tegucigalpa, stands near the mouth of the Ulua River. The largest port on the Atlantic coast, and only three days' steam from New Orleans, it is the port for all the produce grown on the Puerto Cortes-Potrerrillos Railway line. 54 per cent of all Honduran foreign trade passes through. The climate is torrid; the rainfall averages 115 in. annually. Population, 8,000.

Hotel:—Cosenza.

Rail:—Daily train, 7 a.m., to Potrerillos, 60 miles, and on to Tegucigalpa by daily truck-bus.

Roatan is the port of entry to the Islas de La Bahía (Bay Islands). It is reached from Trujillo by small trading schooners, which sail irregularly and without warning. The journey can be very uncomfortable and sometimes takes several days. Landing is by lighter. The principal products are coconuts, bananas, and plantains. Main industry, boat building. The two nearby islands of Bonacca and Utila are easily reached from Roatan. SAHSA now runs three air services a week between Utila and Tegucigalpa. The islanders are English by ancestry, for they are descendants of British pirates and mutineers who took refuge there during the 17th and 18th centuries. English is still the only language spoken with any fluency. Roatan is very beautiful. The total population of the islands is 4,406, of which one-half is white and the rest negroes.

Hotel:—Harbour View.

San Juancito is 20 miles from Tegucigalpa, whence it is reached by mule trail or ox cart. The fifty-year-old Rosario mine lies here, prolific in silver and gold. Population, 1,000.

San Lorenzo, in the Department of Valle, is 20 miles from Amapala, whence it is reached by launch, and 80 miles by automobile road from Tegucigalpa. Motor buses leave for Tegucigalpa at 2 p.m. on Mondays, Wednesdays, and Fridays, or automobiles can be specially hired. Population, 2,701.

Hotel:—Hotel Marina.

San Pedro Sula, a progressive town in the fertile and extensive Sula valley, is served by the National Railway of Honduras. It is

37 miles by rail from Puerto Cortés, and 216 from Tegucigalpa by rail and road. It is the centre of the banana and sugar-growing industries, and an important distributing point for the interior of northern and western Honduras. Its local cooking is worth trying. Eight miles away, by car, are the Mayan ruins of Travesía. Population, 22,116. The climate is hot and the rainfall heavy.

Hotels:—Roosevelt, Colombia.

Santa Barbara, capital of the Department of Santa Barbara. Population, 5,000. On Zacapa River, near Lake Yojoa, 186 miles from Tegucigalpa. Climate, hot. It is reached by road from Tegucigalpa, San Pedro Sula, Puerto Cortés, and Comayagua.

Santa Rosa de Copán, the largest city in the northern part of the Republic, is the centre of a rich mining and cattle-raising district. It is 140 miles south-west from San Pedro Sula (from which it is reached by plane or truck service), and 250 miles by 'plane from Tegucigalpa. Altitude, 3,400 feet. Population, 6,018, and chiefly Indian. Tobacco, coffee, and straw hats are the main products.

The Maya remains of Copán are 60 miles by trail or 35 miles by air west of the town. They once formed a vast walled-in rectangular area, within which altars, stone idols, and the remains of huge pyramids have been discovered. There is a small hotel near.

Hotel:—Santa Rosa.

Tela, in the lowlands between Puerto Cortés and La Ceiba, is a rising centre of the banana trade and the focus of a network of light railways. The harbour is good, and the port is used by New York, Bristol, and New Orleans fruit steamers. Population, 10,454. It is reached from Puerto Cortés and La Ceiba by rail or steamer; from Puerto Cortés, San Pedro Sula and Tegucigalpa by 'plane; and from La Ceiba, Trujillo, Puerto Castilla, and Puerto Barrios (Guatemala) by coastal boats.

Hotel:—Balderach.

Trujillo (or Truxillo) was formerly the chief trade centre on the Central American Atlantic coast, but the trade has been lost to the ports built by the fruit companies. There are now hardly any exports. Population, 4,514; climate, healthy.

Hotels:—Codina, Pensión Crespo.

Yuscaran (3,500 ft.), capital of Department of El Paraíso. Population, 1,238; 42 miles from Tegucigalpa, 90 miles from Amapala. Climate, semi-tropical. Principal products: cereals, fruits, coffee, and silver. The Department is increasing in importance because of the new road from Tegucigalpa.

PHYSICAL FEATURES.

Honduras has an area of about 44,411 square miles. It has a coast-line on the Atlantic Ocean of 400 miles, and on the Pacific Ocean of 40 miles. The Republic lies between latitudes 13° and 16° north of the Equator, and longitudes 86° and 92° west. Its frontiers are contiguous with those of Nicaragua, Guatemala, and El Salvador. The country is mountainous, richly timbered, and abounds in minerals. Fertile valleys and pine-clad tablelands give continuous panoramas of magnificent scenery. Along the northern

shore, and less so on the Pacific side, are wide alluvial flats well suited for banana growing. Between these plains and the mountains, which cut the country into two halves, north and south Honduras, rolling foot hills are scattered. There are no volcanoes but slight and harmless seismic shocks are occasionally felt. The volcanic chain, which periodically causes havoc in Salvador and Guatemala, breaks off at Honduras, and is marked by volcanic islands in the Gulf of Fonseca on the Pacific coast. The mountains are in places over 10,000 ft. high.

The Comayagua plain, 40 miles in length, is of great fertility, and there rises the Ulua River, the chief in the Republic. The more important rivers flowing towards the Atlantic are the Chamelecon, Ulua, Aguan, Sica, Patuca and the Wanks, which forms the boundary with Nicaragua. The Choluteca and Nacaome flow to the Pacific. None is navigable, except by small, shallow craft. Lake Yojoa, 25 miles long and six wide, is navigable, and *via* the Blanco River is in communication with the Ulua and so with Puerto Cortés.

Temperature is a matter of altitude. It is hot and damp in the coastal regions but not unpleasant at Tegucigalpa and other districts of the same altitude (about 3,200 ft.). Rain is frequent on the Atlantic littoral during the whole year, the heaviest occurring from September to February inclusive. In Tegucigalpa the dry season is normally from December to May inclusive. The coolest months of the year are December and January but if a traveller intends to visit the Atlantic littoral at all he should avoid these months since the heavy rains sometimes greatly impede travel in that area, which can most conveniently be visited in April and May, though very hot.

Linen or light-weight woollen clothing should be worn according to altitude.

Health:—Dysentery, stomach parasites, and Malaria are endemic, but mosquito nets are not general. Drinking water must be boiled and filtered. Lettuce and other raw vegetables must be sterilized *under personal supervision*. There are hospitals at Tegucigalpa, Tela, La Ceiba, Puerto Cortés, La Lima and Puerto Castilla.

The census of 1949 shows a **population** of 1,325,896. Fifty per cent. are illiterate; about 75 per cent live in the countryside.

GOVERNMENT.

The **Legislature** consists of a single Chamber, the Congress, composed of 40 Deputies, elected in the ratio of one per 25,000 inhabitants, for six years. Congress assembles annually on December 5, and the Sessions last for 60 days. The executive Authority rests with a President, elected also for six years, assisted by a Cabinet of six Ministers.

The Constitution of April 1936 (replacing that of September 1934) entails that neither marriage nor its dissolution shall affect the nationality of husband, wife, or children. Spaniards and Latin Americans must live 2 years and others 4 years in the country before naturalisation. Extradition can be refused for political offences.

There is a Supreme Court with five judges chosen directly by

popular vote for four years. There are also four Appeal Courts and departmental and local judges.

The National University is at Tegucigalpa, and there is a school of jurisprudence at Comayagua.

The language in general use is Spanish. English is freely spoken on the north coast. All correspondence should be in Spanish.

PRESIDENT.

Dr. Juan Manuel Galvez.

VICE-PRESIDENT.

Julio Lozano L.

MINISTRY.

Foreign Relations	.. ..	J. Edgardo Valenzuela.
Finance	.. ..	M. A. Batres.
Government, Sanity and Justice	.. ..	Julio Lozano L.
War and Navy	.. ..	Leonidas Pineda.
Education	.. ..	Julio C. Palacio.

NATURAL RESOURCES.

(Note : The fiscal year ends 30th June.)

Bananas account for 46 per cent. of all exports. Production is now controlled by two U.S.A. companies, the United Fruit Company and the Standard Fruit and Steamship Company. The tree grows wild up to 3,000 feet, but cultivation is confined to the north coast and to distances of some 60-70 miles from the sea. Many plantations, attacked by Sibatoka disease, have been replanted with sugar cane. Some 54,990 acres are now planted to banana. Exports : 1947-48—14,557,000 stems. 88 per cent. go to the U.S.A.

Sugar is grown for local consumption, but is no longer exported.

Coconuts are grown upon the Atlantic seaboard. Exports, mostly from the Bay Islands and a small portion of Northern Honduras, were 18,386,787 nuts, in 1946-47, and 15,446,000 in 1947-48. Copra is exported to a small extent.

Coffee is chiefly planted in the Departments of Santa Barbara, Gracias, Copán, and Choluteca, but is not a highly organized industry. The coffee, almost entirely in the hands of small growers, is of good quality, but could be improved. Exports are mostly to the United States. Exports : 1946-47—1,911 m. tons ; 1947-48—3,186 m. tons.

Timber:—Mahogany and other classes of hardwood used to form an important item of export, but most of the timber in accessible places has been cut. There is still a large quantity of fine timber left, and now that roads are opening up the country there is again an export movement in mahogany, cedar, and pine. Exports, 1947-48, in cubic metres : mahogany, 10,938 ; pine, 67,015 ; cedar, 1,046.

Rosin export, 1947-48—926 m. tons, value L185,985. Turpentine export was 535 m. tons.

The country abounds in vegetable oils, the chief being corozo-nut. Lemongrass and citronella oils are produced and partly exported. Export, citronella oil, 1948—60,000 lb.

Sarsaparilla, hides, and rubber are produced. Cotton has been successfully grown upon an experimental scale at Choloma. **Tobacco**

is produced in the districts of Santa Barbara, Copán, and on the plateau of Siguatepeque (69,382 quintals in 1946-47). Some is used locally to make cigarettes, but more than half the crop is exported, either as leaf (2,015 m. tons in 1947-48) or cigars, 89,708,000 units). Maize is the main crop (29,815,000 quintals). Abacá fibre production was 4,248,825 lb., with 73,500 lb. of tow, in 1946-47. Manila hemp exports are increasing. The rice harvest was about 21,500,000 lb., in 1949. Rice export, 1947-48—1,446 m. tons.

Cattle raising is practised all over the country, but the most important districts are those of Olancho, Yoro, Choluteca and Paraíso. The country has carried 900,000 head of horned cattle. Cattle owners are increasing their stock and improving the breeds. 53,732 head of cattle and 53,700 pigs were exported in 1947-48.

The trapping and skinning of wild animals and the export of the skins (deer, peccary, wild hog, and alligator) to the United States is a fairly significant industry.

Silver is, next to bananas, the most important item in the trade of Honduras. There are a number of mines, but by far the most important is the mine of San Juancito, 20 miles from Tegucigalpa. It is owned by the New York and Honduras Rosario Mining Co. The mine is operated for silver, but gold is an important by-product. Three gold mines are now in production. Gold washing is carried on in the rivers Panal, Rosario, Almendares, and España, notably in the department of Olancho. Gold is also produced by individuals using primitive methods (rock crushing, amalgamation with mercury, and roasting). Export of gold : 1947-48—value L940,902.

Silver accounts for 11 per cent. of the total exports—value L3,935,520 in 1946-47, and L3,370,537 in 1947-48.

Rich copper and magnetic iron ores occur in Yoro near Olanchito ; coal is got near Tegucigalpa, and antimony and magnesite are worked upon a small scale.

Manufactures:—Local industries are designed for local consumption, and most goods are low-priced. The most important are the manufacture of boots and shoes, cigars, beer, soap and candles, Panamá hats, matches, lard, tinned fish, leather goods and preserves. Cigars are exported. There are two modern flour mills, 20 bottling plants, making soft drinks, and one cotton mill in Tegucigalpa.

Electrical energy produced annually is 2,933,443 kilowatts.

FOREIGN TRADE.

	Exports. Lempiras	Imports. Lempiras
Financial year ending June, 1948	.. 39,021,506	71,207,533
Financial year ending June, 1947	.. 35,000,000	58,900,000
Financial year ending June 30, 1946	.. 28,218,682	39,151,535

Trade balances are more unfavourable than they seem because a large percentage of the exports consists of products such as bananas, silver and gold which are produced almost entirely by concerns of United States ownership.

In 1947-48, the U.S.A. supplied 78 per cent. of the imports, and took 64 per cent. of the exports.

British investment quoted on the London Stock Exchange in 1948 was £889,820. No interest was paid. American direct investment is \$38,267,000.

PUBLIC DEBT.

External Debt:—L1,762,516 ; internal, L10,353,464.

INTERNAL TRANSPORT.

Railways:—There are 1,481 kilometres in operation, 1,377 of which are owned by fruit companies on the north coast. These serve the banana and sugar lands, but passenger services are also run. The remaining 95 kilometres run from Puerto Cortés inland to Potrerillos, and were ceded to a fruit company in 1920. This line joins the Inter-oceanic Highway and makes it possible to reach the capital by rail and road.

The road surfaces, generally unsatisfactory, are being slowly improved. The two principal highways are the Carretera del Sur from San Lorenzo to Tegucigalpa, 81 miles, and the Carretera del Norte from Tegucigalpa to Potrerillos, the head of the railway, completed by the Pito Solo-Potrerillos stretch which skirts Lake Yojoa. This filled the last gap in a rail-highway route from coast to coast. About half the imports flow along this route. Other roads run from San Pedro Sula to Santa Barbara : from Tegucigalpa to El Paraiso 77 miles ; from Tegucigalpa to Rio Guyape, 89 miles ; and the Pan-American Highway from Goascoran on the borders of San Salvador to San Maycos de Colón, on the Nicaraguan border, 49 miles. There are altogether 1,200 miles of road in the Republic. Of these, 700 are passable throughout the year.

CURRENCY, WEIGHTS AND MEASURES.

A decree dated March 9, 1931, ordained the Lempira as the monetary unit. Its value is fixed at 50 cents, United States currency. Each lempira is divided into 100 centavos. The currency consists of 100, 50, and 20 centavos, silver ; 10 and 5 centavos, nickel ; and 2 centavos, copper. There are bank notes of 1, 2, 5, 10, and 20 lempiras. Exchange is controlled. The Government has allowed the import and circulation of U.S. \$1,500,000 in 50, 25, 10, and 5 cent coins.

The metric system of weights and measures has been officially adopted, but English pounds and yards and certain Spanish units are in current use. The principal are as under :—

1 vara = 33 inches ; 1 arroba = 25 pounds, 1 quintal = 100 pounds ; 1 tonelada = 2,000 pounds. [Note : British exporters should quote for the short ton of 2,000 lb., not the British ton of 2,240 lb. Many merchants are unaware of the difference.]

Land is measured in "varas" and "manzanas," the latter being equivalent to 100 square varas.

POSTS AND TELEGRAPHS.

Mails for the capital are brought from Puerto Cortés daily by motor lorries. Mails from the south leave Tegucigalpa three times a week, reaching Amapala in a few hours. Letters for England are 4d. first ounce, and 2d. thereafter. To the United States the charge is 1½d. per ounce.

Letter post from London to Tegucigalpa, *via* New York and New Orleans, takes 25 to 30 days. Parcels from the United States for Tegucigalpa arrive *via* Puerto Cortés. Postage from Great Britain, 3d. for the first ounce, 1½d. for each ounce after. Air mail

to U.S.A. leaves almost daily, and takes $2\frac{1}{2}$ days to New York, 9-10 days to Europe. Internal air mail fee, 8 silver cents per 15 grams extra. Air mail from U.K. *via* U.S.A. : see page 30.

Telegrams are 10 cents gold for five words, address and signature free, for any part of the Republic, or of Central America ; extra words, 2 cents each. **Telephones** are installed in most of the main towns. There is telephonic communication with the Republic of El Salvador at certain hours of the day. For service *via* All America Cables & Radio, Inc., to all parts of the world, message should be marked "via All America" and handed in at any Government telegraph office.

The Tropical Radio Telegraph Company provides international radio telephone and radiotelegraph services from their stations at Tegucigalpa and La Lima, near the city of San Pedro Sula. There are also wireless stations at Puerto Cortés, Tela, La Ceiba, Puerto Castilla, and other interior points.

THE PRESS.

The principal newspapers published at Tegucigalpa are : "La Epoca" and "El Cronista." There are two dailies at San Pedro Sula, "El Norte" and the "Diario Comercial." "La Gaceta" is the official gazette.

PUBLIC HOLIDAYS.

Most of the feast days of the Roman Catholic religion are observed, also :
 January 1 : New Year's Day. September 15 : Independence Day.
 February 1 : Inauguration Day. October 3 : Francisco Morazan.
 July 4 : U.S. Independence Day. October 12 : Discovery of America.
 July 14 : Fall of the Bastille.

BRITISH LEGATION AND CONSULATES IN HONDURAS.

The letter (L) denotes that the Consular Officer has authority to register *lex loci* marriages.

RESIDENCE.	RANK.	NAME.
Tegucigalpa	Envoy Extraordinary, Minister Plenipotentiary, and Consul General	Gerald Ernest Stockley.
	Vice-Consul & 2nd Secy. ..	A. T. Eades.
	1st Secy. (Labour)	A. R. Tennyson.
Tela	(L) Vice-Consul	G. G. V. Coleman.
Truxillo	(L) Consul (P)	Albury H. Tatum.
	Pro-Consul	H. Griffith.
	(P) Personal Rank.	

The United States of America are represented in Honduras by an Embassy and Vice-Consuls at Tegucigalpa, Vice-Consuls at Ceiba, Tela, and Puerto Cortes.

LEGATION & CONSULATES IN GREAT BRITAIN.

RESIDENCE.	RANK.	NAME
London	Minister	Dr. Tiburco Arias, h.
(15 Union Court, Old Broad Street, E.C.2.)	Vice-Consul	Herbert C. Cock.
Birmingham	Consul	Philip Cohen.
Liverpool	Consul-General	Tiburcio Carías, h.
Manchester		
Glasgow	Consul	Norman Kennedy.

Information for Travellers.

Passengers booked to Honduras require a vaccination certificate issued within the last twelve months and a certificate of general

good health. The certificates do not require to be *visé* by a Consul officer.

HOTELS :—There are few good hotels in Honduras. Terms run from \$5.00–10.00 per day with meals at the best, and \$2.50–5.00 a day at the poorer ones. Little entertaining can be done. There are no good restaurants, save at Tegucigalpa and San Pedro Sula, where entertaining is possible. There are small clubs in most towns, but no meals are served.

HEALTH :—Malaria is endemic. Carry a mosquito net if possible in the more remote districts. Drinking water should be boiled and filtered. Avoid salads and raw vegetables.

Guidance for Commercial Travellers.

Samples :—Samples of value must pay full duties on arrival but the duties are refunded, less 5 centavos per kilogramme, if the samples are re-exported within 90 days.

In practice the best thing to do is to pay the customs duty on the samples and to sell them for what they will fetch before leaving the country. Samples should be posted by 2nd class mail to agents; if sent by parcels post certain taxes (not duties) are levied.—See “Hints to Business Men Visiting the Central American Republics.” Board of Trade, London, 1948.

Commercial Travellers’ Tax :—There is no Government tax but each municipality has the right to impose a tax. The tax is personal so that a representative of many firms only pays for himself and not for each of his agencies. In some towns, however, the tax is repeated for every visit to the town. In Tegucigalpa the tax is usually U.S. \$10, a visit. Resident agents pay a fee of U.S. \$10 a month at Tegucigalpa, and U.S. \$12.50 a month at San Pedro Sula.

Immigration :—Immigrants are strongly advised to get into touch with the Government through a Consul to make sure of the regulations.

Cost of Living :—Rents are high, up to U.S. \$150 a month for a decent house in Tegucigalpa. In Southern Honduras it takes an income of £1,000 to maintain a standard possible in the U.K. on £400. Domestic servants are paid from six to ten dollars a month in the south. The electric bill can be kept down to U.S. \$10 a month. Women are not encouraged to take posts in the country without full inquiry. There are very few schools suitable for Anglo-Saxon children.

A HONDURANEAN CALENDAR.

- 1498. Americo Vespucci explores the Honduran coast.
- 1502. Columbus lands at Cape Honduras and annexes the country.
- 1514. Cristóbal de Olid, sent by Cortés to exploit the colony, establishes himself as an independent ruler.
- 1525. Cortés reaches Honduras and displaces Cristóbal de Olid.
- 1539. Honduras included in the Captaincy-General of Guatemala.
- 1821. Honduras declares its independence. Joins the Central American Federation.
- 1839. Dissolution of the Central American Federation.
- 1859. Great Britain cedes the Bay Islands to Honduras.
- 1871. War with Guatemala.
- 1894. War with Nicaragua.
- 1897. Joins the “Greater Republic” of Central America.
- 1907. Honduras and Salvador at war with Nicaragua.
- 1919. Joins the League of Nations.
- 1921. Central American Federation Treaty signed.
- 1924. Dictatorship declared. Civil war.
- 1926. Ratification of scheme of Foreign Debt liquidation.
- 1941. Declares War on the Axis.

MEXICO

(NORTH AMERICA)

Air Services:—No less than 32 air companies are established in Mexico. In 1946, they made 75,500 flights, covered a distance of 20 million miles, and carried 440,000 passengers. Local enquiry will reveal a service to almost anywhere.

Mexico is served by the international systems of both Pan-American Airways and TACA.

Mexico City, capital of the Republic, has a population of 1,760,000, including a large proportion of foreigners. The city, which is of outstanding importance politically, commercially and industrially, is 7,434 ft. above the sea. It is laid out prettily with trees and flowers, and has fine modern buildings. The climate is mild and exhilarating except for a few days in mid-winter. Between November and March the tourist season is at its height, but the summer months are regarded as best by residents. The range of temperature is 20-85° F. with 58° as a mean; the nights are always cool. Normal annual rainfall is 26 inches.

The city is the oldest in North America. It is built upon the remains of the Aztec capital Tenochtitlan, and covers 15 square miles. The architecture ranges from Spanish-Baroque to the most modern style.

The city is reached by five principal gateways upon the U.S. frontier; respectively: Brownsville-Matamoros, Laredo-Nuevo Laredo, Eagle Pass—Piedras Negras, El Paso—Ciudad Juarez—Nogales, Nogales. Of these five the Laredo route (24½ hours) is the best. On this route a daily through Pullman sleeper is operated from St. Louis to Mexico City (49 hours). The through journey from New York to Mexico City can be made in 3 days and 3 nights. There are daily through Pullman sleeping cars between Mexico City and Los Angeles *via* El Paso and also three times weekly *via* Guadalajara and Nogales. The journey takes 70 hours *via* El Paso and 60 hours by the latter route. Standard Pullman sleeping cars and through bookings by the National Railways of Mexico are available upon all of them.

The capital can be approached most conveniently by the short rail route of the standard gauge Mexican Railway from Vera Cruz. Up-to-date trains of saloon-observation cars are run by day, and sleeping cars by night. The Mountain Section, with magnificent scenery, is operated by electricity to the plateau, 8,000 feet up. The Interceanic Railway also connects Vera Cruz with Mexico City. This is a narrow gauge line running daily trains.

Two other routes from the coast are available, from Tampico (28 hours; 600 miles) on the Gulf Coast, and from Manzanillo upon the Pacific (381 miles).

Railroad Services to Mexico City:—From El Paso, 46 hours, \$142.35 pesos ; Laredo, 36 hours, \$91.95 pesos ; Manzanillo, 25 hours, \$62.20 pesos ; Nogales, 65 hours, \$173.30 pesos ; Tampico, 28 hours, \$60.85 pesos ; Tapachula, 36 hours, \$86.80 pesos ; Veracruz, 12 hours, \$29.70 pesos ; (plus Pullman : Upper berth, \$9.90 ; Lower berth, \$12.40).

Roads:—Laredo-Mexico City, 764 miles, is part of the Pan-American Highway. This has now been continued to Suchiate. Good, paved, all weather roads are open between Mexico City and Acapulco, Veracruz, Orizaba, Guadalajara, San Luis Potosi, and Queretaro.

Tourist Agencies:—Wagon-Lits Cook, Ave. Juarez No. 88, Mexico City ; Wells Fargo & Co., Express, 5 de Mayo y Filomeno Mata, Mexico City ; Aguirres Guest Tours, Ave. 5 de Mayo No. 805, Mexico City ; H. E. Bouchier Sucrs., Gral. Prim 27, Mexico City ; Turismo, S.A., P. de la Reforma 1 ; Travel, S.A., Ejido No. 2 ; Transportes Internacionales, S. de R.L. Ramón Guzmán 114- Desp. 210 ; Tour-Mex, S.A., P. de la Reforma 95 ; Ramirez Sightseeing Tours & Travel Bureau, Calle Danubio 39.

General Steamship Agencies:—H. E. Bouchier Sucrs., S.A., Gral. 2 an. Gral. Prim No. 27, Mexico City, representatives for all the main steamship and air companies.

Hotels:—Del Prado, Ritz, Reforma, Prince, Geneve, Maria Cristina, Majestic, and others.

Restaurants:—*American* : Boulevard, Emporio, Roof Garden, Hamburger Heaven, Indianapolis, Kiko's, Lady Baltimore, Pastelandia Coffee Shop, Reforma, Sanborn's.

Syrian : El Sheik.

Chinese : Chop Suey—El Oriental, El Nuevo Mundo, Chavez.

Continental : Bottoms Up, Casa Blanca, Ku-Ku, L'Aiglón, Ontario, Oxford, Prince, Restaurant 1-2-3, Prendes.

French : Ambassadeurs, Club Papillon, Henry's, Le Nid D'or, Passy, Sans Souci, La Vie Parisien.

Game in Season : Cadillac Grill.

German : Bellinghausen, El Casino, Jederman.

Hungarian : Mignon, Fiuma.

Italian : Angelo's, Betis, Montecarlo, Paolo.

Mexican : Café Tacuba, Fonda de Santa Anita, Nacatamal.

Sea Food : Acapulco, Tampico Club.

Spanish : Centro Vasco.

Viennese : Victoria.

Cabarets:—El Patio, Reforma Rossignol, Minuit, Ciro's.

Cocktail Bars:—Ritz, Saratoga, Bottoms Up, Boulevard, Cadillac Grill, California, El Colmenar, Fiuma, Florida Bar, Ku-Ku, La Casa Azul, La Cucaracha, L'Aiglón, Manolo's, Milady's Bar, Paolo, Prince, Restaurant 1-2-3, Santa Anita Sép's de Paris, Papillon.

Conveyances:—Trams : fare 15 cents. Buses : 15, 25 and 35 cents (within city limits).

Taxis : All taxis are now fitted with "Taximeters." Fares : 2.00, 3.00, and 4.00 pesos (within city limits).

Hired Cars : Fix the price for long hire before making the trip.

Entertainments:—Theatres : Palacio de Belles Artes, Arbeu, Ideal, Hidalgo, Fabregas, Lirico, Iris.

Cinemas : There is a large number of Cinemas.

Horse Races:—Hipódromo de las Americas, every Thursdays, Saturdays and Sundays.

Bull-Fights:—Ciudad de los Deportes (Plaza México) and Plaza de Toros (El Toreo). The chief fights start in November (first Sunday).

Jai-Alai:—Events by the foremost players in the world every day at the "Frontón México."

Boxing:—Every Wednesdays and Saturdays at the "Arena Coliseo."

Wrestling:—Every Thursdays and Sundays.

Hiking:—Every weekend at the clubs "Alpino" and "Everest."

Swimming:—Agua Caliente, Las Termas, Balneario Olimpico, Elba, Centro Deportivo Chapultepec and others.

Tennis, golf, Association football, baseball and basketball are very popular in Mexico City.

Clubs:—

Sports.—Reforma Athletic Club in Chapultepec Heights, Mexico City.
 Country Club in Churubusco, Mexico City.
 Chapultepec Heights Golf Club, Mexico City.
 French Club in San Angel, Mexico City.
 British, Mexican, and Spanish Boating Clubs, in Xochinilco, near Mexico City.

Y.M.C.A., Corner of Balderas y Morelos, Mexico City.
 Y.W.C.A., Corner of Humboldt and Artículo 123, Mexico City.
 Polo Club in Chapultepec Heights, Mexico City.

General.—British Club, Ave. V. Carranza 23, Mexico City.
 American Club, Bolívar 31, Mexico City.
 Spanish Club, I. la Católica 29, Mexico City.
 Lions Club, Av. Nuevo Leon 16, Mexico City.
 Rotary Club, Londres 15, Mexico City.
 Automobile Club (Asociación Mexicana Automovilística-Ama) Paseo de la Reforma, No. 46, Mexico City.
 Women's International Club, Humboldt No. 47, Mexico City.
 University Club of Mexico, Paseo Reforma 150, Mexico City.
 Junior League Library, Morbide Building, Av. Madero, Mexican City.

English Speaking Churches:—

Protestant.—Christ Church in Artículo 123/134, Mexico City.
 Roman Catholic.—Guadalupe Church, in Enrique Martínez 7, Mexico City.
 Union Evangelical in Humboldt 50, Mexico City.

Freemasonry Lodges:—York Rite in 12a Calle de Puebla 257, Mexico City.

Shops of modern metropolitan style sell gems, laces, and fine linen. Mexican blankets are famous as rugs. The antique shops traffic in fans, laces, pottery, chests, and candelabra of the Spanish era. Mexican cigars and cigarettes make a special appeal to smokers. The principal shops are El Palacio de Hierro, El Puerto de Liverpool, El Centro Mercantil, El Puerto de Veracruz, Syr's, Sears Roebuck de Mexico, Sanborns, and others.

Addresses:—

British (Leg.), Lerma 71 (Consulate), S. J. Letran 21 (Office 713).

British Chamber of Commerce, S. J. de Letran 21. (Office 713.)

U.S.A. (Leg.), Niza 53 (Con.), Insurgentes 105.

American Chamber of Commerce, S. Juan de Letran 24.

Immigration Department, Bucareli 99, Mexico City.

Anglo-Mexican Cultural Institute, Panuco 10.

Cunard White Star Ltd.

Harrison Line

Canadian Pacific Steamships

Delta Line

Grace Line

Pacific Steam Nav. Co.

United States Lines and other steamship and air companies

H. E. Bourchier Sucrs., S.A., 2a. Gral
 Prim No. 27 Apartado (P.O. Box)
 No. 1477, México, D.F.

Banks (Mexico City):—(10 a.m.—12.30 p.m.; Sats., 10—12.00).

Banco de Comercio, S.A., Venustiano Carranza No. 42.

Banco de Mexico, S.A., Av. 5 de Mayo 2.

Banco Nacional de Mexico, S.A., Av. I. la Católica 34.

Banco de Londres y Mexico, S.A., Corner of 16 de septiembre y Bolívar, and numerous others.

Customs Agents:—

Ciudad Juárez, Chihuahua : Manuel F. Mora, Apartado 118.

El Paso, Texas : Bailey-Mora Co., P.O. Box 45.

Laredo, Texas : Roberto Zuñiga y Cia, Apartado 27.

Tampico, Tamaulipas : Roberto Zuñiga y Cia.

Veracruz, Veracruz : J. H. Drake y Cia, Apartado 1116.

Manzanillo Colima : Alfredo Ruiseco, Apartado 5.

Mazatlan, Sinaloa : Jose A. Ruelas, Apartado 84.

Progreso, Yucatan : Morales y Cia, Apartado 27.

Matamoros, Tamaulipas : Paulino Santillana, Apartado 572.

Excursions in and around the city may easily occupy ten days. The plazas and avenidas deserve first attention. The Alameda and Chapultepec Park are visited by military bands every Sunday. The Paseo de la Reforma, lined with statues and leading towards Chapultepec, is perhaps the most celebrated drive. The cathedral, the largest in North America, with a doubtful Murillo, dates from 1573.

The heart of the city is Zocalo Square. At the north end is the Cathedral and the

Sagrario, to the east the National Palace, to the south some colonial buildings and the Ex-Municipal Palace, and to the west three blocks of shapely colonial buildings. The **Cathedral**, finished in 1667, is the largest on the American continent. It stands upon the site of the Teocalli, in which the Aztecs offered human sacrifices. The ruins of the buildings surrounding the Teocalli can be seen at the corner of Ave Guatemala and Seminario Street. The facade of the **Sagrario** is considered one of the best examples of Churrigueresque architecture. The present National Palace replaces another which was destroyed in 1689. It was built in 1691, but the top floor was added by President Calles. The Palace is the official home of the President and houses various government departments. Over the central door hangs the Liberty Bell, rung at 11 p.m. on September 15 by the President, who gives the multitude the Grito,—Viva Mexico! The wall paintings on the staircase are by Diego de Rivera.

The **Monte de Piedad** (the government pawn shop) is at the corner of Monte de Piedad and 5 de Mayo streets. It is one of the oldest institutions in Mexico. European paintings are on view at the **National Academy of Arts** (10 a.m. to 1 p.m.), at the corner of Academia and Moneda streets. The **National Museum** is at 13 Moneda Street. Here is the famous Aztec calendar weighing 25 tons, several sacrificial stones, and a fine collection of idols and armour, Maximilian's furniture, the carriage of Benito Juarez, and Indian products. Paintings by Diego de Rivera can be seen in the recently rebuilt **Ministry of Education**, Argentina and Gonzalez Obregon streets. The inquisition tribunals were held at the **School of Medicine**. A beautiful Churrigueresque style building survives in **La Merced Monastery**, in the northern quarter of Merced Market. Indians bring their fruit and flowers and vegetables to sell here. One of the oldest buildings is the **School of Mines**, at 9 Tacuba Street. Parts of the building have sunk so low that the windows are half underground.

There are two modern buildings worth seeing, the **Post Office**, east of the National Theatre, and the **Palace of Fine Arts Theatre**, a locally enterprized and planned building. The domes of the halls and theatre proper are lavishly decorated with coloured stone. The glass curtain is unique.

Other places worth a visit are Alameda Park; Las Vizcainas School, at Plaza de las Vizcainas, a glorious colonial structure covering an entire block and built in 1734; Salto del Agua Fountain, in Arco de Belem Street, a Churrigueresque relic. Parts of the old aqueduct which brought water to the fountain can be seen in Avenida Chapultepec; Charles the IV Statue, in Plaza de la Reforma, the second largest bronze casting in existence (1803); the Monument to the Revolution, in Plaza de la Revolución, to commemorate the revolution of 1910. This is the largest memorial in Mexico and has one of the largest triumphal arches in the world. In the Paseo de la Reforma (a fashionable, wide boulevard three miles long) is the Columbus Statue. The Cuauhtemoc Statue commemorates the Indians who fought against the Spanish conquerors. There is a good view from the top of the Monument of Independence in Paseo de la Reforma. The heroes of the War of Independence are buried in the crypts underneath. Chapultepec Park, at the end of Paseo de Reforma, with its thousands of Ahuehuate trees, is one of the most beautiful in the world. Here are the Don Quixote fountain, the Frogs' fountain, the Niños Monument, the Zoo enclosure, and Monkey Island, a replica of Cacahuamilpa Caves. At the top of a hill in the park is Chapultepec Castle, with a view over Mexico Valley from its beautiful balconies. Visitors to the castle should take car or bus marked "Tacubaya," "La Cima," or "Lomas de Chapultepec."

The Natural History Museum is open from 10 to 1 and 3 to 5 every day except Saturdays and Sundays. Take street cars or buses "La Rosa" or "Juarez Loreto" to Calle Estaciones. The Geological Museum, on Calle Cipres at Santa Maria Park, is open 9 to 3, except Sunday. Take "Sta Maria" cars. At Tlalnepantla, 15 minutes' ride from the Zocalo is the Aztec Pyramid of Tenayucan. There is another, the Cuicuilco Pyramid, at the north-east side of Pefia Pobre. There is an interesting historical museum at Churubusco Convent (take "Coyoacan," or "Tlalpan" car or bus and get off at Churubusco).

In the spring a carnival is held at Canal de la Viga (take "Viga" car or bus). The old costumes are worn, and there is dancing to national music. On December 12 hundreds of thousands go on pilgrimage to the Shrine of Our Lady of Guadalupe, Villa Madero. The Chapel and the Well are worth seeing. Games and cultural festivals are held during the summer at the huge National Stadium. The mural decorations are by Diego de Rivera. "El Toreo" is the largest bullfight ring in the world. Bull fights are held every Sunday. An interesting sight is the national lottery drawing at Puente de Alvarado, No. 50. The lotteries are drawn at evening, usually three times a week.

"Jai-Alai," the national ball game, can be seen at its best in Plaza de la Republica.

The people in red caps amongst the spectators are the "corredors" who place the bets.

Environs:—

COYOACAN, the oldest, contains the old Cortés Palace, the first seat of the Spanish Government, and now a municipal building.

GUADALUPE HIDALGO, 2½ miles north-east, contains a large church with a miraculous portrait of the Virgin, the most popular shrine in the Republic, visited by enormous numbers of Indians. The silver railing is estimated at 27 tons weight.

LA VIGA may be visited by car to Embarcadero, where canoes are taken for the floating gardens at Santa Anita and Ixtacalco. The canal extends five miles to Mexicalcingo and to the foot of Cerro de la Estrella (1 mile) and the Floating Gardens of Xochimilco (1 mile).

MIXCOAC, nine miles south-west, with large nursery gardens.

SAN ANGEL (now called VILLA OBREGON), nine miles south-west of Plaza, a fruit-growing centre, on the southern slope of the mountains, accessible by tramway.

TACUBAYA, seven miles south-west, is one of the most populous and fashionable suburbs, with large country houses and the National Astronomical Observatory. At Tacuba, under the centuries old *ahuehuete* tree, sat Cortes, lamenting the loss of his warriors.

TALPAN, eleven miles south of Plaza, the farthest out and most picturesque of all, with a modern municipal palace and various factories. See Peña Pobre and Las Fuentes Brotantes.

DESierto DE LOS LIONES, a few miles west and reached by fine scenic road from Villa Obregon. In the woods is an old Carmelite convent, and around are numerous hermitages. Inside the convent are several subterranean passages and a Secret Hall with curious acoustic properties.

LOS REMEDIOS, a small town 15 miles from Mexico City. In its famous church is an image, a foot high, adorned with jewels valued at a million pesos. See the old aqueduct, with a winding stair leading to the top. It can be reached by car or by taking the "Los Remedios" bus at Tacuba.

AMECAMECA, a small town at the foot of Popocatepetl volcano, with a splendid view of the volcano. Here, on the Sacred Mountain, is the hermitage of the Conquistadors, containing a full-sized image which weighs three pounds only. It is best reached over passable roads by car.

THE PYRAMIDS.

TEOTIHUACAN, 24 miles by motor-car *via* Laredo Highway and the former Lake Texcoco or by Mexican Railway to San Juan station (2 miles away).

The name means "the Abode of the Gods," and the remains of the ancient city are traceable over an area of 2 by 4 miles. The Pyramids form the largest artificial mounds upon the American Continent. The Pyramid of the Sun (216 ft. high) approaches Egyptian dimensions. The sides are terraced, and wide stairs lead to the summit. The Pyramid of the Moon has a height of 140 ft. There are Temples of agriculture, of Tlaloc (the Rain God), and of Quetzalcoatl (Lord of the Air and the Wind) and a broad way, the Highway of the Dead. There are subterranean buildings with large halls and coloured decorations, as well as certain superposed buildings of a later period.

PRINCIPAL TOWNS.

Acapulco, the leading Pacific port, is 320 nautical miles from Manzanillo. Population, 9,993. It is connected by a new motor road *via* Chilpancingo, Iguala, Taxco and Cuernavaca with Mexico City (280 miles, or 10 hours by car). It is the most popular holiday resort, but the climate is hot in summer. Good fishing and hunting.

The main products are coffee, sugar, hides, skins, copra, nuts, sesame seed and oil of limes. There are local industries distilling oil of limes, and manufacture of muslin, soap, etc.

Hotels:—Los Flamengos, La Marina, El Mirador, Bahía, De las Americas, Caleta, Del Monte, Shangri La, etc.

Agascalientes, capital of the State of this name, 364 miles north-west of Mexico City, has a population of 82,234 and stands at an altitude of 6,280 ft. among volcanic hills on the left bank of the

Aguascalientes River. There are hot springs in the region. The climate is very mild and the death-rate low. Wool and cotton mills, tobacco factories, potteries, brewing and distilling, are local industries. Horsehair hats and drawn linen are sold to tourists. The plazas are luxuriant in vegetation. There is an interesting series of catacombs excavated by some forgotten tribe. Local fruits are delicious.

Hotels:—Francia, Paris, Imperial.

Rail:—National Railways, 14 hours to Mexico City; 19 hours to Tampico, *via* San Luis Potosí; 10 hours to Guadalajara.

Amecameca, at the base of Popocatepetl, is visited in large numbers by pilgrims to the tomb of Fray Martin de Valencia and an image of Santo Entierro. It is 36 miles by rail from Mexico, and makes a good base for climbing the mountain. It can also be reached by car. An interesting trip is to the saddle between the volcanoes (by car in the dry season). Altitude, 7,600 ft. Population, 7,573.

Hotel:—San Agustín.

Campeche, beautifully situated on the western coast of the Yucatan Peninsula in south-eastern Mexico, has a population of 23,277. It is 820 miles from Mexico City and 576 from Vera Cruz. There are good roads to other towns in the State. Chicle, sisal, cordage, bags and beverages are its chief exports. The main business is the extraction of crude chicle for export. Tortoiseshell combs and Panamá hats are local products admired by visitors. There are beautiful and wonderful caves at Bolonchenticul, 40 miles eastward.

Hotels:—Cuauhtemoc, Castelmarr, Vila.

Railway:—To Mérida, by United Railways of Yucatan. Railway open to Coatzacoalcas, connecting the Yucatan Peninsula with rest of Republic.

Cananea, in the State of Sonora, can be reached by road or train either from Naco, Arizona, 40 miles, or Nogales, Arizona, 88 miles. Population, 11,000; altitude, 5,150 ft. Cananea is an important cattle and mining centre. One of the largest copper companies in the world, the Cananea Consolidated Copper Co., operates here. Silver, lead and zinc are also mined. Good roads radiate out to the mines.

Hotels:—Plaza, Alexandria, Sonora.

Celaya, in the State of Guanajuato, at the junction of the National Railways and Mexican Central, is an important distributing point for the whole State. It is 180 miles from Mexico City, 8 hours by train, and 70 from Guanajuato. It can be reached by car. At an altitude of 5,750 ft., it enjoys a temperate climate. The agricultural products are potatoes, beans, and cereals, and there is considerable cattle raising. There are textile mills in the town. Population, 22,766. It is famous for its special sweetmeat.

Hotel:—Isabel.

Chihuahua, capital of Chihuahua State, is 1,000 miles from Mexico City (38 hours by train), and 225 miles from Ciudad Juarez. It is the most important of northern Mexican towns, and the centre of a rich silver mining district. It stands 4,600 ft. above sea-level, and its population of 79,000 includes a strong proportion of English-speaking people. The climate is delightful. The summer temperature (May to July) is about 94; the rains last from the end of June to October. Dogs of the famous Chihuahua breed are obtainable. The cathedral, begun in 1717, and the tower in which Hidalgo awaited his execution, are interesting.

The famous Santa Eulalia mining camp is 17 miles away, and five miles from the town is one of the largest smelting plants in the world. Electric power is furnished by a large Canadian-owned station on the Conchos River. Roads to Ciudad Juarez, to Torreon (dry season only), and to Agua Prieto, opposite Douglas, Ariz (dry season only), are open.

The main exports are lead, gold and silver bullion, silver ore, and lead, zinc, and tin concentrates. The agricultural products are cattle and cereals, and there are some logging camps. A new industry is the canning and packing of meat.

Hotel:—America.

Rail:—To Ciudad Juarez (El Paso) and Mexico City (National Railways); the Kansas City, Mexico and Orient Railway connects with the Chihuahua and Pacific Railway. A bridge at Opinaja over the Rio Grande makes possible a through service on Santa Fé lines to Chihuahua.

Ciudad Juarez, the frontier post on the border of New Mexico, opposite El Paso, is 1,221 miles from Mexico City, which is reached in 46 hours by Pullman car. Baggage is inspected at this point. Luxury bus services run to Chihuahua (236 miles). This road goes on to Mexico City, but is difficult. Population, 48,881. Altitude, 3,117 ft. There is a road to Porvenir, through the cotton growing Juarez Valley.

Hotels:—Kopper, Rio Bravo. Travellers usually stop at El Paso, Tex.

Railways:—Daily passenger Pullman trains to Mexico City *via* Chihuahua and Torreon on Mexican National Railways; two or three trains a week on Mexico North-western Railway to Madera and Chihuahua. Connections at Ciudad Juarez for all parts of the United States.

Air Service:—1 daily flight to Mexico City.

Coatzacoalcos (Puerto Mexico) is a mile from the mouth of the Coatzacoalcos River, which at this point is 2,000 ft. wide and 50 ft. deep. The port is one of the healthiest in the gulf. It is the port of entry for the Isthmus of Tehuantepec and the large territory opened by the railway leading eastward to Guatemala. The river is navigable by ocean-going vessels as far as Minatitlan, 24 miles from the mouth, where stands a great oil refinery. Population, 13,740. There are occasional services by the Gremio Unido de Alijadores, S.C.L.R., from Vera Cruz. A road, 185 miles long, is being built across the isthmus to Salina Cruz, on the Pacific.

Hotels:—Lem Arroy, Oliden, Colon.

Rail:—Tehuantepec National Railway to Salina Cruz, 190 miles, where connections are made for Vera Cruz, Tonala, and Suchiat (Guatemala border).

Colima, capital of its State, is in the valley of the Colima River. Its altitude is 1,600 ft., and its population 22,601. Fine views are seen of the Colima volcano (12,278 ft.), which erupted with great loss of life in 1941, and of El Nevado mountain (14,370 ft.); ascents are made from Zapotlán. The main industries are cattle raising and agriculture. There are roads to Manzanillo and Cuyutlan, a summer resort on the Pacific.

Hotels:—Casino, Regis.

Rail:—To Manzanillo, 59 miles; Guadalajara, 160 miles; to Mexico City, 540 miles, by National Railways.

Cordoba, in the State of Vera Cruz, is a growing town of about 17,865 population. It is 65 miles from the port of Vera Cruz by rail, and 15 miles from Orizaba. Altitude, 2,700 ft. The climate is hot and humid, and rain falls for nine months of the year. Coffee is the main product, followed by sugar, tobacco, and rice.

Close by is the village of FORTIN DE LAS FLORES. A modern hotel, the Ruiz

Galindo, makes this village an ideal place to stop at for visitors to Cordoba and Orizaba.

Hotels:—Virreinal, Francia, Turistas, Zeballos.

Cuautla, 85 miles from the capital, altitude, 4,350 feet, is a spa and sanatorium noted for its sulphur springs and mild climate. Population, 6,431. It is 5 hours by train from Mexico City, and 2 hours by car.

Hotels:—San Diego, Posada Linda Vista, Vasco.

Cuernavaca, capital of Morelos State, can be reached from Mexico City in 2 hours by motor or 4 hours by train. It is a health resort much used for week-end holidays by residents of the capital. The name suggests the horn-shape of the ridge upon which it stands. Population, 14,336; altitude, 4,500 ft., and sheltered to the north. The climate and scenery are among the best in the country. The cathedral market and Cortés Palace, the market and Borda Garden are sights in the town. The Cacahuamilpa Caverns are possibly the largest caves in North America, and can be reached by motor; the Xochicalco ruins are passed en route. Motor roads to Acapulco, Mexico City (48 miles), Taxco and Cuautla.

Hotels:—Chulavista, Astoria, Mandel, Bellavista, Papagayo, etc.

Durango, capital of Durango State, 6,200 ft. above the sea, with 33,412 population, enjoys a remarkably healthy climate. Duck shooting is good, and grizzly bears, deer, wolves, and other game are to be found in the neighbouring hills. There is a cathedral and a famous iron-water spring. Roads open to Torreon and Mazatlan. The town is the natural centre of a district devoted to agriculture, mining, and lumbering.

Hotels:—Casa Blanca, Reforma, Roma.

Rail:—To Torreon, 160 miles, or Canitas for main line connections to Mexico City, 670 miles, 28 hours, Ciudad Juárez, 670 miles, Nuevo Laredo, 560 miles, etc.

Guadalajara, capital of the State of Jalisco; altitude, 5,180 ft.; 381 miles from Mexico City, or 223 from Manzanillo. Population, 236,000. One of the finest and cleanest of Mexican towns, it resembles the towns of southern Spain, and ranks next in importance to the capital. Graceful colonial arcades flank scores of shaded parks and old plazas. The climate is dry, clear and mild throughout the year. The chief shops are in or near the Plaza Mayor and the Calle de San Francisco. The Plaza Mayor, sometimes called *de la Constitución* or *de Armas*, is flanked by the Government palace, 1643, and the cathedral, begun in 1561 and finished in 1618. There are American, French, German and Spanish clubs; a Country Club with golf and other games, and the Casino de Jalisco. The city, set in an agricultural and mining area, is the distributing centre for Central Mexico and the Pacific Coast north of Manzanillo; the chief local industries are textiles, shoes, soap, clothing, tiles and glassware; there are breweries, tanneries flour and sugar mills. The local pottery is famous. The highways to Mexico City, Lagos, and Tequila are open, and one is being built to Nogales.

Hotel:—Fenix.

Rail:—National Railways to Manzanillo, and Mexico City, 15 hours. (P. \$32.55; sleeping berth, P. \$10.75). Through Pullman car daily from Mexico City and 3 times weekly from Los Angeles *via* Nogales.

Excursion:—Lake Chapala, the largest lake in Mexico, is 70 miles long and 15 to 20 miles wide. The principal village is Chapala, where there are thermal springs, and a good hotel. Ribera on the lake shore, reached *via* Ocotlán, and 3 miles distant, has an hotel. These resorts are easily reached from Guadalajara by motor car or train. A trip around Lake Chapala makes a charming excursion. There is

water-fowl shooting during the autumn and winter, and sailing and bathing all the year.

Five miles out stands a great canyon, the Barranca de Oblatos, 2,000 ft. deep, with a river and tropical trees at its foot. The scenery ranks with the finest in the country.

Near Guadalajara are the quaint towns of San Pedro Tlaquepaque and Toalá, famous for their beautiful pottery.

Guanajuato, capital of its State, has been an important source of silver since the mid-sixteenth century and the centre of a large population for more than 100 years. The city stands 6,550 feet above sea-level in a narrow gorge among wild and striking scenery. An old fortress (the Alhóndiga), the Legislative Palace (modern), the churches and mines are interesting. So are the famous catacombs, with many mummified bodies. Population, 23,521. Besides silver, there are also gold, tin, iron, lead, copper, and sulphur mines. There are important reduction plants.

Hotels:—Posada de Santa Fe, Orozco.

Rail:—To Mexico City, 250 miles, by Mexican Central Railway, 11 hours; to Irapuato, 35 miles, by branch line.

Guaymas, a port of the Gulf of California, is in regular touch with the other Pacific ports of Mexico by means of Mexican coasting steamers. It has 8,796 inhabitants, including a number of Chinese. The climate is unpleasant in summer. Sea fishing is good, and there is duck shooting. There is a road to Hermosillo (90 miles) and Nogales (bus service, 8 hours).

Hotels:—Playa de Cortez, Almada.

Rail:—Southern Pacific system northwards to Hermosillo, 90 miles, and Nogales, 269 miles; southwards to Mazatlan and Guadalajara, thence by National Railways of Mexico (Pullman cars) to Mexico City, 1,250 miles.

Hermosillo, capital of the State of Sonora, has 18,601 inhabitants. The winter climate is celebrated, as are the orange groves, tended principally by Chinese. The cathedral and State and Federal Palaces are the chief buildings. There is a daylight motor-bus service to Guaymas. It is easily reached by rail from either Guaymas 90 miles, or Nogales, 170 miles. Altitude, 693 ft.

Hermosillo is an important agricultural and mining centre. There are gold, copper and silver mines in the vicinity. Cotton, citrus fruits, beans and cereals are grown.

Hotels:—Laval, Lourdes, Serdan.

Rail:—Southern Pacific line to Guadalajara and the National Railways system.

Jalapa, 250 miles from the capital, on the railway to Vera Cruz (82 miles), is a useful stopping-place. The town is high enough above sea-level (4,500 ft.) to combine a pleasant climate with a luxuriant tropical vegetation. The drug jalap was at one time a more considerable product of the locality than it is to-day. Coffee is the main product, but sugar, tobacco, citrus fruits, bananas, and pineapples are also grown. There are cotton factories, and cigar and cigarette factories. Population, 39,530. Roads open to Vera Cruz and Mexico City.

Hotels:—Salmones, Mexico.

León, in the State of Guanajuato, 259 miles north-west of Mexico City, is on the main railway line to Torreon and Chihuahua and the frontier at El Paso. It lies in a fertile valley of the Gomez River, and has a population of 103,000. Altitude, 5,850 ft. There are many shaded plazas and gardens, and the streets are well kept. The chief streets are Real, de Guanajuato, los Pachecos, and de la Condeza, with the business centre in the Plaza de la Constitución.

There is a striking municipal palace, a cathedral with two towers and a dome, a theatre, and a hospital. The chief manufactures are leather goods, soap, flour, tiles, cardboard, rubber, glassware, biscuits, sweets and chocolate, furniture, iron work and fertilisers ; there are also cotton and wool mills. León is the centre of a rich agricultural area. Buses ply to Guanajuato (34 miles), Irapuato, and other towns in the State.

Hotels :—Mexico, Condesa, Frances.

Rail :—National Railways of Mexico to Mexico City and El Paso.

Manzanillo is one of the oldest towns along the Pacific shore. The port serves the Guadalajara and Jalisco districts, and is visited by Mexican and American lines trading regularly between San Francisco and Central America, and Panamá. The main exports are coffee and hides. The climate is tropical. Population, 6,831. A 200 mile road *via* Colima to Jiquilpan will soon be open.

Hotels :—Anita, Bayardo, Colonial.

Rail :—To Colima, 60 miles, Guadalajara, 220 miles, thence to Mexico City, 600 miles, 25 hours.

Matamoros is on the Rio Grande, 25 miles from its mouth in the Gulf of Mexico, and opposite the town of Brownsville, Texas. It is 205 miles by National Railways of Mexico from Monterrey, but is approached from the United States from either San Antonio or Houston. The climate is very hot during the dry season. The main products are cattle, hides, cotton, maize and beans. Population, 15,699. It serves as a distributing point for a number of smaller towns in the area. It is 842 miles from Mexico City, or 33 hours by train. The road between Matamoros and Monterrey is part of the Inter-American Highway between Nuevo Laredo and Oaxaca. A road is open to Torreon.

Hotel :—San Antonio.

Matchuala is a mining centre of some importance, in the State of San Luis Potosi. There are reducing and refining plants and large smelters. Rail to Azul and Vanegas. Population, 16,548.

Mazatlan :—Largest seaport in Mexico on the Pacific coast ; one of the first ports of the Republic ; at the foot of the lofty Sierra Madre ; sub-tropical scenery and climate, with cool winters ; an especially progressive and cosmopolitan city, environed by fine groves of coconut. The picturesque islands in the blue waters of the bay are popular resorts for rest or pleasure. The drainage, water, and lighting are modern, and the sanitation is good ; the streets are asphalted. There are hotels and theatres and three daily newspapers. The town is the chief industrial and commercial centre in Western Mexico. Population, 63,000. It has two bathing beaches, good boating, fishing, and hunting. The district roads are good for motoring in the dry season (October to June). An intercoastal road to Matamoros is projected. The local carnival, the most celebrated in Mexico, attracts large numbers of merry-makers.

Precious metals, vegetables, charcoal and dried fish are the principal exports.

Hotels :—Belmar, overlooking the ocean, 80 rooms, dancing and music ; Central.

Rail :—The Southern Pacific Railroad provides through connection between California, U.S.A., and Mexico City, *via* Nogales, Mazatlan, and Guadalajara, and an excellent service of express trains is maintained.

Merida, capital of the State of Yucatan, 775 miles east of Mexico City, is served by the port of Progreso. The fifth city in size in

Mexico, it stands in a very flat agricultural country, almost entirely devoted to henequen. Population, 115,000. Massively built after the Spanish fashion, the town is healthy, clean, and well-paved. Calle 65 is the chief street for shops. Among the buildings are a beautiful cathedral, bishop's palace, Government palace, model penitentiary, a large hospital, and theatre. Besides the henequen or sisal industry, there are soap, chocolate and hemp factories. The main exports are sisal, binder twine, chicle, hides, skins, dyewood and mahogany. Bus services to Progreso, Chichen Itza, Muna, etc. Picturesque road to Uxmal (34 miles), and one open to Campeche.

Hotel:—Itza.

Rail:—United Railways of Yucatan to Progreso, 24 miles. Daily trains to Campeche, 5 hours.

Minatitlan, 19 miles *via* Carmen from Puerto Mexico, with a population of 18,539, has one of the largest petroleum refineries in the country. It is reached by train from Puerto Mexico *via* Carmen, and is also served by train and aeroplane to Vera Cruz and Mexico City. The main products are coffee, timber, cereals, petroleum, sugar and rice.

Hotel:—Jara.

Monclova, in the State of Coahuila, is on the National Railways, 150 miles south of Piedra Negras, 130 miles from Torreon, and 120 miles from Saltillo. There are large copper, zinc, silver and lead mines in the area. In the town are the shops of the National Railways of Mexico, steel furnaces, a rolling mill, and an iron tube factory. The town is the centre of a rich agricultural and cattle raising country. Altitude, 2,000 ft. Climate, cool. Population, 7,181. A railway is being built to Chihuahua.

Hotels:—Internacional, El Progreso.

Monterrey, capital of Nuevo León State, population 185,833, lies in a fertile valley of the Santa Catarina River at an altitude of 1,624 ft. One of the most important and progressive towns in North Mexico, it dates from the earliest Spanish times. The railway lines from Matamoros, Laredo, and Eagle Pass converge at this point and depart for Mexico City and Tampico. The motor road from Laredo, Texas (146 miles) is now open, and has been extended to Mexico City. The opening of this road has brought an influx of visitors from the States. Other good roads lead to Matamoros and Torreon, *via* Saltillo. There are bus services to Linares, Saltillo, Montermorelos, and other towns in the agricultural hinterland. Summers are long and hot in an otherwise temperate climate.

The majority of the buildings are massively built. It is the seat of a bishop. The Government palace stands in Plaza Cinco de Mayo and the cathedral in the Plaza de Zaragoza. The town has the largest iron and steel works in Mexico, lead smelters and refineries, a brewery, flour and cotton mills, soap and tobacco factories, mineral-water works, an electric-bulb factory, cement works, and an important glass factory.

The Topo Chico hot springs, a favourite bathing resort, lie four miles north-west of the town, and the suburban town of Bella Vista stands a little farther to the north. The Garcia Caves with their stalactites and underground lake deserve a visit.

Hotels:—Colonial, Ancira, etc.

Rail:—National Railways to Tampico, 322 miles, and Mexico City, 625 miles (P. \$53.20; sleeping berth, P. \$20.00); to Matamoros, 200 miles; to Nuevo Laredo, 160 miles; to Torreon.

Morelia was selected in 1541 as the site of a city because of its natural attractions, its background of mountains, and proximity to the Rio Chiquito dry climate. It is the capital of Michoacán, has a population of 44,304, and stands at 6,200 ft. The cathedral was founded in 1640. It is reached from Mexico City, 228 miles, *via* Acambaro, 50 miles, by National Railways. There is a certain amount of mining, but the main products are cattle and agricultural produce.

Hotels :—Alameda, Virrey de Mendoza, Casino.

Nogales, elevation 4,000 ft., with a mild and agreeable climate, is a twin city with a population of 13,866. It is situated astride the frontier line, one half in Mexico and the other half in Arizona. It is here that the Southern Pacific Railroad of the U.S.A. connects with the Southern Pacific Railroad of Mexico. A through Pullman car is operated daily between Los Angeles and Guadalajara, where the S.P.R. of Mexico connects with the National Railroads. The journey from San Francisco to Mexico City is completed in four days and three nights with every modern comfort and convenience. This route is becoming more and more popular with business men and tourists. The return journey to the U.S.A. may be made from Mexico City *via* El Paso or Nuevo Laredo, and round trip tickets at very reduced rates are obtainable. There is a road *via* Cananea and Santa Ana to Hermosillo (about 167 miles); it is being pushed on to Guadalajara.

It is through Nogales that the important winter vegetable crops of southern Sonora and Sinaloa are exported. The main industries in the area are mining and cattle ranching.

Hotels :—Jalisco, Central.

Nuevo Laredo, on the Rio Grande, opposite Laredo, Texas, is one of the main ports of entry into Northern Mexico. The climate is healthy, cool by night and hot by day. Population, 28,872. Cattle and cotton are raised in the district, and a few industries including cotton textile and soap making are carried on. Travellers usually stay at Laredo, Texas, across the river. There are good roads to Monterrey and on to Mexico City, San Antonio, Corpus Christi, and Oaxaca.

Hotels :—Plaza, Brisas, Rendón.

Rail :—To Monterrey, 170 miles, by National Railways of Mexico; to Corpus Christi, by Texas-Mexican Railway; to San Antonio, by International Great Northern Railway; to Mexico City, 803 miles, 29 hours.

Oaxaca, capital of Oaxaca State, 5,000 ft. above sea-level, has 29,306 inhabitants. It is reached from the capital *via* Puebla, 228 miles away, by the Mexican Southern branch of the National Railway. The great Indian Market is attended by people of the Zapotec and Mixtec Indian tribes. The Mitla Ruins are 25 miles south-west, perhaps the most accessible of the prehistoric cities of Mexico. A giant cypress tree at Santa Maria del Tule is celebrated as the largest in the country; the trunk is 160 ft. in circumference. Roads run to Puebla and to Tehuantepec and Tuxtla Gutierrez, and there is a motor road to Nuevo Laredo (1,087 miles). The weaving of table linen is a new and prosperous industry. The town is famous for its wool zarapes. It is 228 miles (21 hours) from Mexico City.

There are numerous silver and gold mines in the vicinity. The nearby area is devoted to cattle raising and agriculture, the main

crop being coffee.

Hotels:—Monte Alban (new and good), Marquez del Valle.

Orizaba, the favourite residence of the Archduke Maximilian, is placed in surroundings of great beauty 80 miles inland from Vera Cruz on the Mexican Railway. Altitude, 3,900 ft.; population, 47,910. It has many churches, bridges, a splendid Alameda and contains important railway workshops, textile factories (the most important in Mexico), a paper mill and a well-known brewery. The products include cotton, coffee, sugar and tobacco. There is a good automobile road to Cordoba, Tehuacan, Puebla and Mexico City (180 miles).

Hotel:—Hotel de France.

Pachuca, one of the oldest silver mining centres, is the capital of Hidalgo State. Population, 53,354; altitude, 8,000 ft. The surrounding hills are honeycombed with old workings, and terraced with the tailings from the mines. The workings date from Aztec times. The present output of silver is said to be the largest of any mining camp in the world.

Three railways and a good motor road lead to Mexico City (62 miles). Interesting buildings of the Colonial period include Las Cajas (1670), now occupied as offices; Las Casas Coloradas (1785), now Courts of Justice; and a former Franciscan convent (1596-1732). The modern buildings include a notable theatre and the Bank of Hidalgo. The mountain scenery within an hour or two's motor ride is impressive. Roads are open to Mexico City, Ciudad Victoria, Monterrey, Tampico and Nuevo Laredo. An electric railway runs to Real del Monte, 6 miles away, one of the largest mining camps in Mexico.

Hotels:—Los Baños, Colonial, Grenfell, Camino, Doria.

Church (English speaking):—St. George's (Protestant).

Parral, chief town of the district of Hidalgo, stands 6,200 ft. above sea-level, and has 24,231 population. It has been little modernized despite the near presence of large silver, lead, zinc and gold mines. The climate is delightful.

Hotels:—Fuentes, Centro Viajero.

Rail:—Branch line to Jimenez, then National Railways of Mexico to Chihuahua (170 miles), and Mexico City (910 miles, 34 hours).

Patzcuaro, a town of 9,557 inhabitants, with narrow cobbled streets, is mainly interesting because of its nearness to Lake Patzcuaro. The lake, 6,700 ft. above sea-level, is about 30 miles in circumference, with Tarascan native Indian villages upon its shores and islands. Wildfowl and fish are abundant, and are pursued with native help in dug-out canoes. It is 270 miles (13 hours) from Mexico City.

Hotels:—Posada de don Vasco, El Lago, Atzimba.

Piedras Negras, on the Rio Grande opposite Eagle Pass, Texas, is an important port of entry to North-eastern Mexico. It is served by the National Railways of Mexico from Mexico City, 850 miles, and Saltillo, 315 miles. There are important coal mines in the vicinity; silver, zinc and copper are also mined. The surrounding country is mainly devoted to cattle raising, and large cattle and horse markets are held in the town. Altitude, 700 ft. Population, 15,663.

Hotel:—Santa Rosa.

Progreso, chief port in Yucatan, 23 miles from Mérida, has about 11 ft. of water at the wharves. The port business is mainly in

warehousing and transshipment. The main industry in the area served by the port is henequen. The climate is hot, temperatures ranging from 80 to 95° F. Population, 11,990. It is reached from Merida in 1 hour by the United Railways of Yucatan. There are motor-bus services to Merida. Distances (in sea miles) : to Havana, 440 ; to New Orleans, 550 ; to Vera Cruz, 400.

Hotels:—Progreso, Villa Mar (summer only), Itza.

Puebla, "The City of the Angels," one of the oldest and most famous cities, can be reached by road from the capital (85 miles ; 3 hours). It is a well-built, clean, and healthy town, containing interesting specimens of Andalusian architecture ornamented with Moorish tiles. There are over 60 churches and a cathedral, notable for its marqueterie and for pictures ascribed to Murillo and Velazquez. There are important cotton mills in the vicinity. Among other industrial products are Talavera ware, glazed tiles, onyx articles, and palm leaf hats. Population, 148,000. Altitude, 7,150 ft.

Eight miles away, and reached by tramway, is Cholula, with its Pyramid of Quetzalcoatl, used by the Aztecs for their human sacrifices. The twin volcanoes, Popocatepetl and Ixtaccihuatl, are near at hand on the west, with the more distant cone of Citlaltepetl on the east. The road to Mexico City winds among the beautiful pine forests at the foot of the first two volcanoes. There is a road to Oaxaca.

Hotels:—Colonial (good), Royalty, Lastra, Arronte, Italia.

Rail:—To Mexico City : by Mexican Railway (116 miles, 6 hours) ; by Inter-oceanic (131 miles). To Oaxaca by Mexican Southern (230 miles).

Querétaro, 167 miles by rail north of the capital, is historically interesting as the site of a pre-Aztec settlement with many Colonial relics. National independence was planned in Querétaro, and there the Emperor Maximilian met his death in 1867. The town has famous opal mines. The cathedral is sixteenth century, and the Municipal Palace has romantic associations with a heroine of the War of Independence. There are textile mills, flour mills, and tanneries. Population, 33,629 ; altitude, 5,900 ft.

Hotels:—Gran, Jardin.

Salina Cruz, the Pacific terminal of the Tehuantepec National Railway, represents a triumph of engineering skill. Two converging breakwaters, with a total length of over a mile, provide a harbour of several hundred acres. Trade has diminished considerably since the opening of the Panamá Canal. The modern town is laid out on high ground. The population is 4,614. The town is windswept and sandy, and has few attractions to the visitor. Puerto Mexico (to which a road is being built) is 190 miles by rail.

Hotels:—Pedro Guasti, Cerro Azul.

All America Cables & Radio, Inc., Esquina Progreso y Av. 5 de Mayo.

Saltillo, capital and chief commercial centre of the State of Coahuila, is on a plateau at 5,000 ft. altitude. The mean temperature is 63° F. and winters are mild. It is noted for the excellence of its shawls. The population is 49,430. Cattle farming, cotton, and grain growing are carried on in the semi-arid region, and gold, silver, lead, copper, iron, zinc, and coal are mined in the region. There are a number of textile mills in the vicinity. Roads to Piedras Negras and Monterrey (55 miles) with bus service.

Hotels:—Rancho el Morillo, El Paso Courts, Arizpe-Sainz.

Rail:—National Railways of Mexico to Laredo, 230 miles ; to Eagle Pass ; to Tampico and Mexico City, 560 miles. Coahuila and Pacific Railway to Torreón,

210 miles. Coahuila and Zacatecas Railway to Concepción del Oro, 77 miles.

Air Service:—See Air Section.

San Gerónimo (160 miles from Puerto Mexico) stands at the junction of the Tehuantepec with the Pan-American Railway on a line running through the State of Chiapas to the Guatemalan frontier and to Guatemala City. The line has opened an immense tract of fertile country.

Hotel:—De Gyves.

San Luis Potosí, capital of its State, is 327 miles north of Mexico City; altitude, 6,300 ft.; climate, temperate; population, 97,000. It is the centre of a very rich agricultural and silver-mining district. The chief shops are in Calle Hidalgo; there is a fine cathedral, a theatre, a Government palace, and two markets. Indians sell fruit in the market and main streets. There are several reducing and refining plants and large smelters. The arsenic plant is the largest in the world. Clothing, shoes, fibre, ropes, bags, brushes and cotton goods are produced. There are also foundries, tanneries, breweries, and railway shops.

Hotel:—Imperial.

Rail:—Railway to Mexico City, 327 miles, and Tampico, 280 miles; Mexican Central to Aguascalientes, 140 miles; Potosi and Rio Verde Railway to Aguacatal.

Santa Rosalia, on the eastern coast of Lower California, is reached from either Guaymas or La Paz (Lower California) by coasting vessels. The French-owned Boleo Mining Company operates here, extracting some 9,000 tons of refined copper annually. A gypsum deposit on San Marcos island, nearby, is being exploited by an American subsidiary. A road runs southwards through Mulege, Comandú, and La Paz to José and northwards *via* Rosario, Ensenada, and Tijuana to Mexicali. Population, 5,451.

Hotel:—Central.

Tampico, a main port for most classes of cargo, has become the chief commercial centre in Northern Mexico, largely because of the oilfields. The port is seven miles up the River Pánuco (navigable by small ocean steamers as far as Tampico), and oil tanks and refineries extend for miles along the southern bank. It has a population of 84,000. Its situation is beautiful. The summer heat, rarely exceeding 95°F., is tempered by sea breezes, and the winter minimum of 45° F. makes the town a favoured winter resort. June and July are the most trying months.

The Carpintero Lagoon is flanked by villa residences. The Playa de Miramar, a bathing resort, is a tram or motor ride from the city. La Barra is a seaside holiday place near the entrance to the Pánuco River. There is good wildfowl shooting on the Chairel Lagoon, with its wooded islands. The tarpon fishing is famous. Tampico is now joined to Mexico City by a road that can be travelled comfortably in about 14 hours. There is a regular bus and air service.

Hotels:—Imperial, Inglaterra, Rivera.

Church (English speaking):—Christ Church (Protestant); Lady of Mercy (Catholic).

Rail:—To Mexico City (600 miles), Laredo, and U.S.A. See under "Mexico City."

Tapachula, the most important town in Southern Mexico, lies in a rich coffee district in the State of Chiapas, 25 miles from Suchiate, on the Guatemalan border. It is on the railway running north to Tonalá, 140 miles, and San Gerónimo, 262 miles. Guatemala City

is 115 miles by rail or road. Trains leave daily for Suchiate, where the passenger is ferried across the river to Ayutla, proceeding next day to Guatemala City. There is a Sleeping Car Service from and to Mexico City twice weekly.

Coffee is the main product, but sugarcane and tobacco are also grown, and cattle are raised. There are some sugar refineries and saw mills in the town. Population, 15,187.

Hotel:—Internacional.

Taxco. The first silver shipped by the Spaniards to Spain came from the mines of Taxco. A Frenchman, Borda, made and spent three immense fortunes here in the 1700's, and it was he who founded the present town of Taxco and built the magnificent twin towered, rose coloured parish church of Santa Prisca which towers above everything but the mountains. The town is a colonial gem, Spanish in appearance. Every roof of every building is of red tile, every nook or corner in the place is a picture, and even the cobblestone streets have patterns woven in them. The Government has made Taxco a national monument and have prohibited the construction of anything modern in the town. Gas stations are outside the city limits. While the plaza has an elevation of 5,600 feet above sea, many of the houses are perched another two or three hundred feet higher up on the sides of the mountains and others that much lower down. The climate is ideal, never any high winds (for it is protected by huge mountains immediately on the north), never cold and no heat, due to its elevation. The population is 4,963.

Hotels:—Los Arcos, Rancho Telva, Victoria, Sierra Madre, De la Borda.

Roads:—Taxco is on the Mexico City, Cuernavaca and Acapulco highway, 163 miles from Mexico City, and 182 miles from Acapulco.

Tehuacan, in the State of Puebla, 155 miles east of Mexico City, is reached either by train or paved road through Puebla. The altitude is 5,550 ft., and the climate mildly tropical. There are thermal mineral springs and a bottling plant. Visits can be paid to Oaxaca, with overnight stay there. It is also close to Orizaba. There is a fine display in the Saturday market at Telmacan, a nearby village, of articles made from palm fibre.

Hotels:—Garci-Crespo, Madrid, Mexico.

Tehuantepec stands on the river Tehuantepec, 13 miles by rail from Salina Cruz, upon the Pacific side of the narrow isthmus. The Aztec word means "Mountain of the Man Eaters," and was given because the hills behind the town were infested with man-eating beasts. The region is celebrated for its hot springs. The town is picturesque.

The population (12,301) consists largely of Indians of the Zapotecan tribe, descendants of the Aztecs, who have retained their language, dress, and customs. The town is the centre of a rich agricultural district producing fruits, sugar, vegetables, and rice.

Hotels:—Istmo, Perla.

Rail:—Tehuantepec National Railway to Salina Cruz, Ixtepec and Puerto Mexico, 180 miles. Connections at Ixtepec for Vera Cruz.

Toluca, capital of the State of Mexico and south-west 45 miles from the capital, is reached by train or motor-car (1½ hours). It is an agreeable summer resort, and of some commercial importance as a centre of agriculture and stock-farming. Industrial activities include power plants, flour mills and textile mills. The climate is

cold in winter but pleasant in summer. Altitude, 8,700 ft. Population, 43,429. There are regular bus services to Mexico City and Tenango, and roads to Morelia and Guadalajara.

Hotel:—Colonial.

Topolobampo, on the Gulf of California, overlooking a fine bay, is connected by rail with the Southern Pacific system at a point 50 miles north-east. Coastal steamers connect the port with the north and south. There is good fishing and shooting.

Torreón, in Coahuila State, is 700 miles from Mexico City. It has cotton, flour, and other mills, and smelting works. The town is an important railway junction on the lines from Eagle Pass and Monterrey-Tampico. The population of 88,000 includes the towns of Gomez Palacio and Ciudad Lerdo. It is the centre for the Laguna cotton growing district, and the distributing point for the mining area of Durango. Wheat is grown in the area and livestock bred. Various industries make the town one of the most important commercial centres in northern Mexico. The altitude is over 4,000 ft., and the climate is temperate and dry. Roads to Monterrey and Chihuahua; to Matamoros; to Saltillo; and to Durango.

Hotels:—Galicia, Plaza.

Rail:—National Railways of Mexico to Mexico City, 705 miles; El Paso, 523 miles; Chihuahua, Monterrey, 253 miles; Saltillo, 187 miles; and Tampico, 502 miles.

Tuxtla Gutierrez, capital of Chiapas State, is reached from Jalisco, 86 miles, by stage coach. It is 40 miles from San Cristobal, and stands at an altitude of 1,500 ft. Population, 15,883. It is a busy distributing centre for an area producing sisal, tobacco, coffee, and cattle. The climate is hot. The Pan-American Highway (open from Oaxaca *via* Tehuantepec and Juchitan to Tuxtla Gutierrez) is being pushed on to the Guatemalan border.

Hotels:—Bonampak, Brindis, Cano.

Vera Cruz, the principal port of entry for Mexico, 264 miles by rail from Mexico City, is on a low alluvial plain bordering the Gulf Coast. It has a splendid harbour built by the English firm of Pearson, who were also the contractors for the sanitation, paving and water supply of the city. The town retains many picturesque white-walled buildings, and remains pleasing and healthy despite a warm and moist climate, whose average temperature is 77°F. It has a large trade with the interior, and has numerous wholesale houses of importance. Population, 76,000. The road to Mexico City *via* Jalapa, Puebla, and Tehuacan is open (12 hours by car). Another one is being built.

The main industry is agriculture, but petroleum is important. Cotton and jute goods, sugar, beer and cigars are the main products.

Hotels:—Imperial, Colonial.

Rail:—To Mexico City by Mexican Railway (12 hours, day or night, preferably in observation car), or by Inter-oceanic Railway (13 hours). To Salina Cruz and Puerto Mexico. To Alvarado and forward by steamers on the Papaloápam River. See under "Mexico City."

Villahermosa, capital of Tabasco State, on the Grijalva River, is about 70 miles from Alvaro Obregon, whence it is reached by river steamers. There are steamer services from the town to places on the Grijalva, Usumacinta and Palizada rivers. The climate is hot. Population, 25,114. The town is a busy commercial centre for an area producing tobacco, coffee, sugar, cacao, bananas, and

rubber.

Hotels :—Imperial, Isabel, Regis.

Zacatécas, 440 miles from Mexico City, at 8,075 ft. altitude, and capital of Zacatécas State, has 21,846 population. The town is built in a gulch, and the hills on each side are picturesque. The central part of the town contains many interesting Colonial buildings, particularly the cathedral, which is one of the most noted in the Republic. The climate is cold but generally healthy throughout the year. Mining is carried on extensively. There are four large plants for the treatment of ores, at El Bote, Vetagrande, and Guadalupe.

Hotels :—Francia, Paris.

Rail :—Mexican Central Railway to Mexico City, 18 hours, and Ciudad Juárez.

PHYSICAL FEATURES.

Mexico, or "Los Estados Unidos Mexicanos" (United Mexican States), owes its name to the Aztec tribes, the Mexicans who occupied the tableland and whose war-god was Mexictli.

Its area, 764,000 square miles, is one-quarter that of the United States, with which it has a land frontier of over 1,500 miles. The southern borders of about 550 miles abut upon Guatemala and British Honduras. There is a coast line of 1,727 miles towards the Mexican Gulf and the Caribbean, and of 4,574 miles towards the Pacific and the Gulf of California.

A central tableland, flanked by the Eastern and the Western Sierras, occupies the greater part of the country. This plateau is on an average 6,000 feet above sea-level. The elevation of 3,700 feet at El Paso on the northern frontier increases to 5,200 feet at Saltillo and to 8,000 feet at Marquez, 76 miles from Mexico City. In the mountains running on an east-west axis and which passes, more or less, through Mexico City, the highest peak is the Pico de Orizaba (18,000 ft., and the second highest in the Western Hemisphere). Others are Popocatepetl (17,880 ft.), Ixtaccihuatl (17,670 ft.), and Nevado de Toluca (15,003 ft.); all are either active or extinct volcanoes. A new volcano, Paricutin, appeared near Uruapan in 1943.

The narrow hot coastal strips between the sierras and the sea are sandy along the seashore, with a higher and fertile belt of land rising to 3,000 ft.

Mountains and forests occupy about one-third of the total area. The cultivable but unexploited lands are computed at 20 per cent. of the whole, but of these one-half require artificial irrigation.

The few navigable **rivers** are of no importance. The fairly numerous **lakes** are many of them beautiful, but are of little use for navigation. The largest is Chapala, 70 miles long and from 15 to 20 wide. Lake Tamiagua, in the State of Vera Cruz, is 60 miles by 10.

There are no bays of importance along the south-west part of the Gulf of Mexico, and only one natural harbour, that of Carmen. On the east coast of Yucatan are the deep bays of Asunción and Espiritu Santo. The Gulfs of Tehuantepec and of California present two large indentations in the coast-line, the latter penetrating the continent for 740 miles.

There is a great range of **climate**. Although a large portion of

the country is in the torrid zone, much of this is temperate, owing to the altitude. From Tampico southwards, at or slightly above sea-level, the climate is generally tropical; north of this point, at about the same elevation, it is semi-tropical, as also southward at elevations of from 1,000 to 6,000 ft. Upon the central plateau the climate is temperate and the air is dry, bracing, and especially good for bronchial, pulmonary, and rheumatic troubles. The plateau has four seasons in the north, and a wet and a dry season south of about 28°. The dry season is from November to April. The shade is cool, and the nights are cold. During the rainy season on the plateau the mornings are pleasant, the noons hot, and heavy rain falls in the afternoon or early evening. The rainfall varies from 14 to 40 inches.

The **population** was estimated in 1948 at 24,447,000. Approximately 60 per cent. were of mixed race, 30 per cent. of pure native blood, and 10 per cent. of pure white race. The language used is Spanish. General mortality rate—17.7; birth-rate—43.

Constitution:—On February 5, 1917, a new Constitution was promulgated, superseding that of 1857. Mexico was proclaimed a Federal Republic, the States having the right to manage their local affairs. The powers of the Supreme Government are divided into the legislative branch, the executive, and the judicial. Congress, the legislative branch, consists of a House of Representatives and a Senate. Representatives are elected for a term of two years. There is universal suffrage, and one member for 60,000 inhabitants. The Senate consists of fifty-eight members, two for each State, elected in the same manner as the deputies. The President, holding the executive power, is elected by direct vote for a six years' term.

PRESIDENT.

Lic. Miguel Alemán 1946-52

CABINET.

Interior	Lic. A. Ruiz Cortínez.
Foreign Affairs	<i>Vacant.</i> (Sr. Manuel Tello, Under-sec. in charge)
Finance	Lic. Ramón Beteta
National Defence	Gral. Gilberto R. Limón.
Marine	<i>Vacant.</i> (Ing. Alberto J. Pauling, Under-sec. in charge).
National Economy	Lic. Antonio Martínez Baez.
Agriculture	Sr. Nazario Ortiz Garza.
Water Power Dept.	Ing. Adolfo Orive de Alba.
Communications	Lic. Agustín García López.
Education	Lic. Manuel Gual Vidal.
Public Health & Assistance	Dr. Rafael Pascacio Gamboa.
Labour	Lic. Manuel Ramírez Vazquez.
National Property	<i>Vacant.</i> (Lic. Hugo Rangel Couto, Under-sec. in charge).
Agrarian Department	Lic. Mario Souza.
Federal District Dept.	Lic. Fernando Casas Aleman.

Local Administration:—Besides the Federal District, there are twenty-eight States, and three Territories, each a separate entity so far as government and laws are concerned; inter-State Customs duties are not permitted. States can levy their own taxes, and each State has its governor, legislature, and judicature popularly elected in the same fashion as those of the Federation. The Federal District and Territories have their governors appointed by the

President. Laws made by the Federal Government are binding on the various States, which can, however, supplement them with laws of their own.

Roman Catholicism is the **religion** of the great majority of the people.

NATURAL RESOURCES.

The intensive activity displayed by Mexico in the development of its primary industry, agriculture, is encouraging. It is especially manifest in the growing tendency toward increased production of crops for export. During recent years the value of animal and vegetable products exported to foreign markets has been great, and additional areas are being given over to their production. Features in keeping with agricultural progress are the expansion of the rural school system, the establishment of agricultural schools for technical training, the campaign for better methods of marketing, and the extensive reclamation programme. Some 6,800,000 hectares are now cultivated, 62 per cent. of the population work on the land.

Wheat, cotton, garbanzos, sugar, tomatoes, and other vegetables are grown principally on irrigated land. Corn, beans, henequen, and coffee are raised principally on naturally watered land.

Coffee grows in perfection on the mountain slopes, and fetches a high price, and is highly esteemed by connoisseurs. The Caracolillo variety, grown in the Uruapan district (Michoacán), is regarded as the finest. Coffee can be cultivated in almost any part of Veracruz, Chiapas, Oaxaca, Hidalgo, Puebla and San Luis Potosi, at an altitude not lower than 1,000 ft. and preferably at 2,500 to 4,000 ft. Trees (estimated to number 133,606,000) are at their prime from the sixth to the thirteenth year. Production was about 950,000 bags (of 60 kilos) in 1949-50. Domestic consumption is 30,000 tons. Exports : 1947-48—531,000 bags ; 1948-49—704,433 bags.

Tobacco leaf of a quality comparable with Cuban is produced in San Andrés Tuxtla (Vera Cruz) and other good tobaccos in Nayarit, Tabasco, Yucatan, and Oaxaca. A large part is retained for home consumption and for manufacture in the 200 or more cigar and cigarette factories. The production of leaf in 1948-49 was 53,473,000 lb. Exports : 1948—337,000 lb.

Large areas are suitable for **sugar** production, and especially the hot regions of the Atlantic belt. There is room for development in this industry, which dates back to the earliest years of the Spanish Conquest. The output of refined sugar in 1949 was 700,000 metric tons. Domestic consumption is now 500,000 metric tons. Some 150,000 metric tons of coarse brown sugar is also produced. There is a large production and export of blackstrap molasses. (203,780 m. tons in 1948). About 46 million litres of alcohol are produced from molasses and cane juice.

Cotton is grown most largely in Lower California and in the States of Tamaulipas, Coahuila, Nuevo Leon and Chihuahua, where conditions are met comparable with those of Texas. About 40 per cent. of the production is in the fertile Laguna district, near Torreon. It is a short fibre cotton ; long fibred cotton has to be imported for the mills. These use up to 280,000 bales per annum for their

550,000 spindles, and the exportable surplus fluctuates. The yield in 1948-49 was 700,000 bales from 334,000 hectares. Production of seed, seed oil, cake and meal is considerable. Export, 1948: cotton, ginned—48,834 m. tons; linters—9,659 m. tons.

Maize furnishes one of the chief foods of the people. The tortilla, made of this grain, is universally eaten in all the States. Maize is chiefly grown south of latitude 21° N., and Jalisco, Yucatan, Veracruz and Puebla are the chief producing States. The crop is planted on 4 million hectares. The yield was 3,150,000 m. tons in 1949.

Most of the **wheat** grown in Mexico is soft, and therefore it is necessary to import hard-grade wheat for mixing. The most productive area is that known as the Central Zone, the area surrounding and to the north of Mexico City (States of Michoacan, Guanajuato, Chihuahua, Coahuila, Baja California, Jalisco, Mexico and Puebla). The next most important zone is in the north (Coahuila, Chihuahua, and Durango). In the North Pacific zone the most important State is that of Sonora. Uncertain rainfall and lack of irrigation make the crop very variable. The 1949 crop was 503,000 m. tons, or about half the consumption, from an area of 596,900 hectares.

A small quantity of oats and rye is grown, chiefly in Mexico and Lower California. Rice is grown on 87,000 hectares in almost all the coastal States and some of the interior in quantities (180,000 m. tons in 1949), which allow the export of 30,000 m. tons a year.

Barley is cultivated chiefly in Hidalgo, Mexico, Queretaro, Tlaxcala, and Michoacan. The production of grain barley is 140,000 m. tons, and of malt barley some 8,600 m. tons.

About 2,121,500 metric tons of alfalfa is grown in the Valley of Mexico and in 15 other States as green food for dairy cattle and as a hay crop at various points northwards.

Pulse and Vegetables:—String beans (frijoles) are a staple article of food. The crop is cultivated throughout the Republic in every climate. Production is roughly 209,000 m. tons. Export: 1947—24 m. tons; 1948—80 m. tons. Chick-peas (garbanzo) are grown in Sonora and Sinaloa. Production is around 119,000 m. tons. Export: 1947—37,933 m. tons; 1948—27,832 m. tons.

The production of fresh vegetables and tomatoes for home consumption and export to the United States is increasing. Most of the production for export takes place in some 15 river valleys running to the Gulf of California in the States of Sonora and Sinaloa. Vegetables are also cultivated for export on a small scale near Manuel, on the east coast. The vegetables produced are tomatoes (about 241,286 metric tons), green peas (7,000 metric tons), green and dry peppers (17,750 metric tons), string beans, and melons. The shipping season is from November to May. Production and transport of the entire winter vegetable crop on the west coast of Mexico is now under Government control. They are handled by the Wells Fargo Co., of Mexico, and transported by the Southern Pacific Railway. Exports in 1948-49 were only 6,153 carloads, of which 5,620 were tomatoes. The rest was made up of onions, green peppers, green peas, melons, and garlic. 8,028 carloads were exported in 1947-48.

The potato crop is some 123,600 m. tons.

Fruits:—The temperate districts produce apples, plums and other stoned fruits of good flavour as well as excellent melons. Especially good grapes are produced at Parras (Coahuila). Strawberries are procurable throughout the year. Mexico is the chief lime producing area in the Western hemisphere. About 40,000 metric tons are produced and some exported.

Most forms of tropical fruits are indigenous. Navel oranges of high quality grow wild; so do lemons, mangoes, prickly pears, papayas, guavas, figs, chirimoyas and others. Grape fruit, pineapples (100,000 m. tons) and bananas (520,000 m. tons) are cultivated and banana-growing is a developing industry near Vera Cruz, in the Gulf coast region between Tampico and Tuxpan, and in the State of Jalisco, on the west coast. Most of the banana exports are shipped from Alvaro Obregon, Tabasco, and Vera Cruz. Exports, banana: 1947—8,500,000 stems; 1948—6,560,874 stems.

The main fruit exports in 1948 were pineapples, fresh, 38,400 m. tons; canned, 6,077 m. tons; lemons, 7,039 m. tons.

Coconuts are found throughout the tropical coastal region wherever local moisture suffices. Date palms flourish in parts of Lower California.

Fibres:—The more sandy and barren districts of the south produce large crops of cordage fibres, and about one-half the world's supply of material for harvester twine comes from Mexico.

Henequen, or sisal, has long been the principal source of wealth in the Southern States of Yucatan and Campeche, and has been introduced in the region tributary to Victoria, in the State of Tamaulipas. The State of Yucatan now produces some 100,000 metric tons of fibre a year, and 20 large sisal manufacturing plants consume about 30,000 tons. Exports of long fibre: 1948—59,223 m. tons; bagasse: 3,375 m. tons; cordage: 27,382 m. tons; binder twine—4,953 m. tons.

Ixtle hemp is grown to advantage upon the wastes of the northern coast. The annual production is about 31,000 m. tons. Ixtle exports in various forms: 1948—6,657 m. tons.

Zapupe and pita, plants which mature earlier than sisal, are worked especially at Tuxpan (Vera Cruz).

Zacaton, a root used in Europe for making coarse brushes, grows wild upon the high lands and is exported. (2,217 m. tons in 1948).

There is a large production of **vegetable seeds**: cotton seed (186,000 metric tons); sesame (70,000); peanuts without shells (45,000); flaxseed (22,000); rapeseed (6,000); copra, coyol, corozo, and coquito (together about 50,000 metric tons); and castor oil beans (4,000). Export of seed, 1948: flaxseed, 29,477 m. tons. There are small exports of peanuts and castor beans. Production of edible vegetable oils was estimated at 118,200 m. tons in 1949. Small quantities are exported.

Other products are cacao (6,500 metric tons); pepper and spices; vanilla (100 metric tons) of exceptionally high quality; sarsaparilla, guayale rubber (12,000 metric tons); indigo, candelilla wax, mesquite, copal gums, and oakbark. Pimento is exported, (248 m. tons in 1948.)

The best **woods** are found along the coast and in the Southern

States. The supply includes dye-woods, oak, pine, cedar, ebony, mahogany, sandal wood, rosewood and spruce. Pine and mahogany are exported. Opportunities remain for a much larger exploitation of Mexican timber.

Chicle gum is obtained chiefly from Campeche, Chiapa, and Quintana Roo, the eastern part of the Yucatan peninsula, and exported or used locally to make chewing-gum. The 1947-48 harvest was only 2,400 m. tons, of which about 200 m. tons are used by Mexican manufacturers. Export: 1948—2,500 m. tons. By agreement with Guatemala the export quota for 1949-50 and 1950-51 has been set at 1,402,310 kilos of dry chicle.

Wild honey and beeswax are collected by villagers, and bee-keeping is practised in various parts of the country. Export, honey, 1947—4,551 m. tons; 1948—3,293 m. tons.

Livestock:—In 1930 there were 1,800,000 horses, 20,100,000 poultry, and 1,600,000 turkeys in Mexico. There was an estimated 18,000,000 cattle in 1949, with 5,392,253 hogs, 4,829,085 sheep, and 7,016,430 goats in 1945. About 1,700,000 cattle are slaughtered annually, and some exported on foot to the U.S. The production of hides and skins in 1948 was: Cattle hides, 2,691,170; calfskins, 104,000; sheep and lamb skins, 1,148,712; goat and kid skins, 2,313,920. Cattle hides and goat and kid skins are exported.

Luxuriant grasses grow in the range territory, which includes the States of Sonora, Chihuahua, Durango, Zacatecas, Coahuila, San Luis Potosí, Nuevo Leon, Aguascalientes, and part of Tamaulipas. These lands combine to make one of the greatest grazing areas in the entire world. At the present time thousands of these acres, high in grass, bear no livestock.

Along the coastal areas in southern Mexico there grows an abundance of native grasses, all nutritious and fattening pasture.

There is some intensive dairy farming in the Valley of Mexico, around the City of Mexico. Goats' milk is largely used by the poorer classes. Pigs are raised near the towns.

Some success has been attained in poultry farming in favoured districts, although the business has been little organized.

Land Tenure:—Under the Constitution of 1917 the ownership of lands and waters, mineral resources, petroleum, salt, and so forth is inalienably vested in the nation. Large scale dispersals of big estates have taken place.

The Alien Land Law, promulgated 29th March, 1926, requires foreign subjects holding land in Mexico to consider themselves Mexican citizens and to renounce the protection of foreign Governments in respect of the property. Foreigners are forbidden to acquire land within a certain distance of the coast or frontiers for other than agricultural purposes.

Irrigation: Of Mexico's land surface only 12 per cent. (58,000,000 acres) is suitable for agriculture. Of these, only 4,900,000 acres have a dependable supply of water. At best, only another 17,000,000 acres of the tillable area can count on enough water to make irrigation practicable. The rest can be planted only sporadically, at great risk, when there are hopes of enough rain. It is estimated that

2,500,000 acres are under irrigation. Mexico could feed herself if she had 17,500,000 acres under irrigation.

MINERAL RESOURCES.

The most important mineral region is enclosed in a rough parallelogram extending from north-west in Sonora to south-east in Oaxaca, following the direction of the Sierra Madre Cordillera, about 1,600 miles long and 250 broad. The principal mining States are Chihuahua, Guanajuato, Oaxaca, Sonora, Durango, Jalisco, Michoacán, Zacatécas, Hidalgo, Querétaro, and Mexico, but there are also mineral potentialities in Vera Cruz, Lower California, and other States. Mining has developed chiefly in the hands of large foreign undertakings, able, by reason of the scale of operations, to work economically and to furnish large capital. In November, 1932, a Presidential decree was issued nationalising the deposits of gold, copper, antimony, mercury, aluminium, phosphates, nitrates, coal, platinum, iron, and bismuth. Minerals account for some 34 per cent. of total exports.

Silver, obtained in most of the States, is produced principally in Hidalgo, where the Pachuca and Real del Monte deposits are the chief source. The national output of silver, 1,789 m. tons in 1948, is computed to be 40 per cent. of the world's total production.

Gold is worked and Mexico is the fourth largest producer in the world. The output was : 1947—14,455 kilos; 1948—11,434 kilos.

Lead working has increased steadily and Mexico is second only to the United States as a source of that metal. Most of the lead is produced in the States of Chihuahua and Nuevo León, and almost all of it is refined in Mexico. The processes have been improved and the method followed is largely that of flotation. Production, 1948—193,317 m. tons. Export in bars, 1948—235,481 m. tons. Nearly all of it is exported to the U.S.

Copper export was 32,984 m. tons in bars, 32,245 m. tons in concentrates in 1948. Production, 1948—59,076 m. tons. Copper is found mostly in the northern States of Sonora and Coahuila.

Production of other minerals is given in kilos :—

	1948.
Antimony	7,380,098
Arsenic	7,571,380
Amorphous Graphite	35,260,671
Cadmium	905,951
Tin	184,725
Mercury	164,641
Molybdenum	—
Bismuth	160,600
Tungsten	80,187
Manganese	24,014,177
Iron	226,532,706

Zinc was exported in 1948 to the extent of 43,056 m. tons in bars, and 238,952 m. tons in concentrates. About 20 per cent. is refined locally. The U.S. takes almost the whole production, 179,029 m. tons in 1948.

Vanadium ore is produced at the Aquiles Serdan mine, in the Chihuahua district. Export, 1948—241,059 kilos.

Oil :—The supply is over 3 per cent. of the world's total and Mexico ranks seventh among the oil countries of the world. During 1938 the Government took over the properties of oil producers in Mexico, and all oil is now nationally owned and produced.

Geological evidence suggests 150 million acres as the probable extent of the oil-bearing area and about 15,000 acres are at present worked. The developed area skirts the Gulf of Mexico to a depth of about 100 miles inland. Pipe lines (1,028 miles) and barges take the oil to the coast. Domestic refineries treated 46,400,000 barrels in 1947.

Mexico produces two qualities of petrol, one rich in asphalt, the other in paraffin. The first is extracted in Panuco district, and the second in the Tuxpan and Tehuantepec regions. Half the annual production comes from Tuxpan.

The output of oil, 16½ million barrels in 1912, rose to 194½ million in 1921. Recently the output has been :—

1940	44,036,000 barrels.	1946	49,235,421 barrels.
1941	41,160,000 „	1947	56,284,146 „
1942	32,955,000 „	1948	62,000,000 „

Mexican consumption of crude oil is 51,081,000 barrels. The rest is exported (10,483,612 barrels crude, and 11,296,840 barrels of products in 1948).

The most important **coal deposits** are at Sabinas in Coahuila. The coal is sold to the railways and to smelting works. Coal is also worked from seams between Piedras Negras and Saltillo, and in Sonora. Production ranges between 700,000 and 900,000 metric tons.

INDUSTRIAL DEVELOPMENT.

The configuration of the country is naturally favourable to the raising of **hydro-electric** power. Considerable installations exist at Necaxa (Puebla) and Tuxpango (Veracruz), Boquilla (Chihuahua), Chapala (Jalisco), and Lerma River (Michoacan). Important extensions of plant have been made by the concern furnishing Mexico City with light and power. There are some 1,201 electric power plants, owned by 938 companies. Total installed capacity is 1,096,922 kilowatts ; hydro-electric accounts for 517,862 and steam for 458,714.

The chief **manufacturing industries** are those of the food and drink group, inclusive of breweries and sugar mills, textiles, chemicals and paints, metals, cigarette and cigar. There are 200 cotton mills, with 550,000 spindles and 32,000 looms, 11 cotton and wool, and 31 woollen mills, producing 47,677 metric tons of textiles. About 25,874 spindles handle rayon. Numerous knitting machines produce stockings and hosiery. The chief centre of the textile industry is Puebla.

One mill produces some 4,000 m. tons of acetate yarn, and two factories turn out 550 m. tons of viscose yarn. There is one rayon staple plant producing about 600 m. tons. Textile products and textile manufactures account for some 12 per cent of exports by value.

Vera Cruz is the centre of the cigar industry. Earthenware is

produced in Guadalajara and glass at Puebla and Monterrey. There are 11 paper mills, and nine domestic cement plants, which produced 748,900 metric tons in 1946. Steel was stepped up to a production of 175,000 m. tons of pig iron and 200,000 m. tons of flat-rolled products in 1949. A plastics industry is increasing rapidly.

The national production of the following lines is sufficient to meet home requirements :—Footwear, clothing, tyres, canned fruits, perfumery, matches, cement (833,444 m. tons), beer, soap, paper, biscuits, cigarettes, glassware and pottery, paints, varnishes and lacquers.

According to an industrial census taken during 1945, the number of factories in Mexico totalled 28,513, as compared with 13,510 in 1940 ; factory employees totalled 512,400 as compared with 390,000 in 1940 ; the factory pay roll amounted to 1,002,223,000 pesos, as against 568,372,000 in 1940.

Labour is both plentiful and cheap, with a slowly growing tendency toward higher wages. The native workman is quick to learn modern methods when properly instructed.

The Federal District, embracing Mexico City and outlying suburban area, is the most important commercial centre. Over 60,000 persons are employed in 3,478 industrial establishments.

IMPORTS AND EXPORTS.

	1946. Pesos.		1947. Pesos.		1948. Pesos.
Imports ..	2,640,300,000	..	3,230,295,000	..	2,951,495,000
Exports ..	1,915,000,000	..	2,161,900,000	..	2,671,271,000

About 64 per cent. of the total import and 57 per cent. of the total export moves through Tampico, Vera Cruz and Nuevo Laredo. The U.S.A. supply 88 per cent. of the imports, and take 77 per cent. of her exports.

Public Debt:—The complicated question of debt is in the hands of the International Committee of Bankers, but no agreement has yet been reached. The total bonded debt, including damage to property, is computed at £185,000,000. Internal and floating debt was 354,000,000 pesos in 1940.

Foreign Capital:—The investment of British capital in Mexico was computed by the *South American Journal* as £141,809,181 in 1948. £30,197,480 are in Government bonds, £73,151,940 in railways, and £38,459,761 miscellaneous. The average interest paid was 0.9 per cent. No interest was paid on £97,752,152. The direct investment of United States capital is estimated at \$420,000,000.

CURRENCY, WEIGHTS AND MEASURES.

Due to a sudden rise of silver, all silver coins were withdrawn from circulation on July 25th, 1935, and coins of less intrinsic value were issued. There are silver coins of 1 and 5 pesos and .50 centavos ; bronze coins of 0.20, 0.10, .05 and .01 centavos. Notes in circulation are for 1, 5, 10, 20, 50, 100, 500, and 1,000 pesos. The peso is stabilised at the rate of 8.65 to the U.S. dollar, and 24.20 to the £.

The **metric** system is official and compulsory. Old Spanish measures are used, especially among the lower classes and Indians. The more important of these are :—

Linear.		Measures of Area.	
1 legua	= 5,000 varas	1 manzana	= 1.66 acres
1 vara	= 3 piés	1 fanega	= 8.81 acres
1 pié	= 12 pulgadas	1 caballeria	= 105.75 acres
1 pulgada	= 12 líneas		

Dry Measures.

1 carga	= 2 fanegas	181.63 litres	= 5.15 bushels
1 fanega	= 12 almudes	90.81 litres	= 2.58 bushels
1 almud	= 4 cuartillos	7.57 litres	= 0.86 peck

Liquid Measures.

1 cuartillo of oil	0.51 litre	= 0.89 pint
1 cuartillo of wine	0.46 litre	= 0.80 pint

Commercial Weights.

1 carga (freighting)	= 12 arrobas	= 138.07 kilogrammes	= 303.75 lb. av.
1 quintal	= 4 arrobas	= 46.02 kilogrammes	= 101.24 lb. av.
1 arroba	= 25 libras	= 11.51 kilogrammes	= 25.32 lb. av.

PUBLIC HOLIDAYS.

Whole Holidays:—

January 1st.	September 16th. Independence Day.
February 5th. Constitution Day.	October 12th. Columbus Day.
Good Friday, the day before and the day after.	All Saints.
May 1st. Labour Day.	All Souls.
May 5th. National Day.	November 20th. Revolution Day.
Corpus Christi.	December 12th. Guadalupe Day.
June 30th (banks only).	Christmas Day.
	December 31st (banks only).

Press:—All the more important newspapers are published in Mexico City. The chief daily is "El Universal," with a very large circulation. Next comes "Excelsior," representing more conservative views. Other papers are "La Prensa," "El Gráfico," "Últimas Noticias," "Novedades," "La Reaccion," and "Diario Oficial," the official gazette.

POSTS AND TELEGRAPHS.

The **postage** rates on letters not exceeding 20 grammes in weight are : for urban or suburban service, 10 centavos ; to other points in Mexico, United States, Canada, Spain, Central and S. America, 15 centavos. To other countries, 30 centavos for the first 20 grammes and 12 centavos for each additional 20 grammes ; maximum weight, 2 kilogrammes. Air mail rates on letters : Interior of Mexico, 30 centavos ; U.S., 40 centavos ; Canada, 70 centavos ; Cuba, 45 centavos ; Europe, \$1.20. Air mail rates to Central South America and Asia, vary between 65 centavos and 2.05. Letter mails from England to Mexico and other principal destinations take 10 to 15 days, 3d. for first ounce, 1½d. per ounce after. Air Mail from U.K., see page 30.

Telegrafos Nacionales maintains the national and international telegraph system. It is separate from the post office and telegrams have to be handed in at its offices. There is a special office at Calle Dolores 3 in Mexico City to deal with international traffic. **Broadcasting** is done under Government control from 4 stations. There are 60 more which get their income from commercial propaganda.

Outward **mails** are dispatched *via* the United States, and the service is the same as to the United States. Homeward mails are due about three times a week.

Telephone facilities:—There is telephone communication from Mexico to the United States, Canada, and Europe. The minimum charge for a 3-minute call from Britain is £3 15s.

Information for Intending Visitors.

The following statement is issued by the Mexican Consul-General in London :—

(1).—**Business Trips.** Visas to enter Mexico on business are granted only with the approval of the Mexican Immigration Dept., in Mexico City. Regardless of nationality, interested parties must submit to this Consulate an application, in duplicate, giving full personal particulars : (a) full name ; (b) nationality by birth ; (c) nationality at present ; (d) purpose of visit to Mexico ; (e) length of proposed stay ; (f) financial resources transferable, etc. ; (g) letter from a Bank guaranteeing financial resources for the trip ; (h) letter from firm represented guaranteeing support of the trip and explaining its purpose. Upon the above described documents this Consulate issues a certificate and sends it to Mexico City. In due course the decision as to the issue of the required permit is notified to the Consulate, who in turn informs the applicant whether the permit has been granted or not.

Firms who have representatives in Mexico City may apply through them to the "Secretaria De Gobernacion, Departamento De Poblacion, Mexico, D.F.," in order to expedite the permit, which in this case may be arranged by cable or airmail.

(2).—**Immigration Purposes.** Workers, investors, persons with private incomes : These applications should be submitted, in duplicate, direct to the "Secretaria De Gobernacion, Departamento De Poblacion, Mexico, D.F. (Mexico City)," or through representatives residing in the country. Full particulars should be shown, as in the case of Business Trips described above. When permits are granted, this Consulate-General is notified either by airmail or cable. Interested parties are requested to enquire by mail or telephone when receiving word from the representative in Mexico interceding on their behalf, or when receiving a letter from the Mexican Immigration Authorities advising them that the permit is granted.

Requirements.—(a) Personal attendance with a British passport endorsed for Mexico by the British Authorities (if of other nationality endorsement should be made by the corresponding Consulate in London) ; (b) six full face photographs and four side face ; (c) banker's letter of reference guaranteeing financial resources for the trip ; (d) reference letter from firm represented or from someone to whom the applicant has been known for a number of years.

Fees.—As Consular fees are different for each nationality, the information on charges is given when permits are issued.

Note.—Nationals of countries occupied by the enemy in the late war are requested to present documents granted by the Authorities in the place of residence during that period, giving an account of their activities during the conflict.

TRAVEL IN MEXICO.

The largest single item of Mexico's dollar income in 1948 was U.S.\$85,000,000 spent by tourists.

There are about 17,940 miles of roads, but only those 10,150 miles which are tarred and gravelled are possible all the year round.

The Inter-American Highway is open from Nuevo Laredo to

Mexico City, Oaxaca, and Ixtepec. Rail is taken to Tapachula, where the road is open to Guatemala City and southwards into Salvador.

Mexico is described with justice as the Egypt of the Americas in allusion to the remains of the ancient civilizations which invest Mexican travel with a peculiar charm. Due to the wide range of altitudes and to the general configuration of the country a remarkable variety of climate and scenery is to be enjoyed. Shooting and fishing are to be had in abundance.

"A visitor, interested in the people, may go to Chihuahua to see fleet Tarahumaras outstrip a galloping horse or run down birds. He may watch the Tarascan potters in Michoacán, some of whom are so devout that they will only ply their hereditary trade on the feast days of St. Ursula and St. Martin, or their Campechano competitors on the other side of the Gulf of Mexico, who make the *Canteros* in which water is cooled without the aid of the potter's wheel by twiddling the base of the pot with their toes while they almost plait the body of it with strands of clay. Or he may go to watch the folk of Guerrero, who have revived their ancient art of lacquering wooden bowls and never make two alike. Or to Oaxaca to see Zapotec Indians weave fantastic toys of grass, or watch the stately *sandunga* danced by bare-footed girls splendid in the becoming *vida niro* coif, short, brightly-coloured skirts and ribbons and long lace petticoats, while the men, all in white with gay handkerchiefs, dance opposite them with hands behind their backs."

The journey to Mexico City over the Mexican (standard gauge) Railway from the port of Vera Cruz leads through some of the most picturesque of the mountain scenery.

The railway advances towards the stately Orizaba across a narrow belt of tropical woodland, and then climbs 6,400 ft. in 64 miles through imposing and attractive scenery rising through a variety of climates with the vegetation characteristic of each to the central plateau. Then, having reached the highest point on the line at Acocotla, 8,320 ft., the train descends into the Valley of Mexico, there to reach the picturesque capital city just 12 hours after leaving Vera Cruz. Although it entails an early start at 6.40 a.m., the traveller should not fail to make the journey by day, as the ascent to the capital is impressive and unusual. In the same way the tourist, having reached Mexico City, should defer to its altitude, 7,400 ft., and avoid taking strenuous exercises or eating much in the evening until he has accustomed himself in some degree to the effects of the *altura*.

Greatly improved connections have been made with the railway systems of the United States, and still further accelerations have recently been made reducing the journey time from New York and other North American Cities to Mexico City by 12 hours. The following journeys can be made comfortably in through air conditioned Pullman sleeping cars :—

To Mexico City from St. Louis *via* Missouri Pacific Lines ; San Antonio, Texas, *via* the I.G.N., etc.

To Mexico City from Los Angeles *via* El Paso and National Railways of Mexico.

To Mexico City from Los Angeles per Southern Pacific Lines *via* Nogales, Mazatlan, Guadalajara ; thence *via* National Railways of Mexico through Irapuato, Queretaro to Mexico City.

A through connection operates daily, with Pullman sleeping car twice weekly, from Mexico City to the Guatemalan frontier at Suchiate *via* Vera Cruz, Santa Lucrecia on the Tehuantepec Railway, and Tapachula. The river is bridged at Suchiate and connection made with the Guatemala Railways. To Mexico City from Houston Texas *via* Laredo and Monterrey.

From the various U.S. gateways side trip tickets are in operation at specially reduced rates, permitting a visit to Mexico City, and return by another one of the gateways.

Special reduced Summer Season and Short Limit Excursion Fares are in force from principal Cities of Canada, U.S.A., and Mexico City, showing very large savings over the ordinary fares.

First-class fares are approximately five centavos per kilometre

(it is, of course, out of the question to travel other than first-class) and Pullman berths one and a half centavos per kilometre. The usual luggage allowance is fifty kilogrammes per first-class ticket and excess baggage is charged at approximately two and a half centavos per 100 kilogrammes per kilometre. Registration of baggage is undertaken by the principal hotels or the various forwarding agencies. Pullman cars owned by the Pullman Car Company and serving all meals are operated on most of the important trains. Stops are also made at various points where there are station restaurants.

Guidance for Travellers.—Only the best hotels should be used. The charges have increased so much that it is not considered advisable to quote any.

Tap water should not be drunk ; bottled water is reliable. Raw salads and vegetables may be dangerous. Vaccination against typhoid and para-typhoid is strongly recommended.

The beer is excellent. Wine is expensive and not a popular drink. A light breakfast, a heavy lunch about 1.30, and supper are the usual meals. English is spoken at the good hotels. Tipping is at the usual rate of 10 per cent. It is not necessary to tip the drivers of hired cars. Porters have usually a fixed tariff.

At Vera Cruz, Tampico, or Manzanillo very light clothing is desirable, but elsewhere ordinary warm clothing with a light overcoat for the evening is advised. An umbrella and raincoat are useful for the summer, or rainy season.

Almost any season is suitable for a visit, although the dry season is more convenient. From January to May is recommended for purely business visits.

"Hints to Business Men Visiting Mexico" has been issued by the Board of Trade, London.

Cost of Living :—Taking the index at 100 for 1934, the cost of living in the Federal District was 327.4 for August 1948, and 333.3 for June, 1949. Clothing stood higher still.

ROUTES TO MEXICO.

The quickest route to Mexico from the United Kingdom is *via* New York, but this is somewhat more expensive than the others. Allowing five days for the trans-Atlantic crossing, Mexico City can be reached in 3½ days from New York *via* San Antonio and Laredo, making the total journey in under ten days as against 17/18 days by direct steamer.

There is also a daily through service of Pullman cars from St. Louis to Mexico City, and all baggage is examined on board the train. Cheap excursion tickets are issued at most periods of the year. A new de luxe weekly train from St. Louis to Mexico City in 47½ hours brings New York within 65 hours of Mexico City.

Rail fare from New York to Mexico City is \$100.00 U.S., including Pullman charges (lower berth). Allow \$4 or \$5 for meals per day.

The Mexican Railway (a British Company) runs two fast passenger trains both ways every twenty-four hours between Vera

Cruz and Mexico City. The journey, which takes approximately twelve hours, can be made either by day or by night. The day train carries an observation car, and this trip is strongly to be recommended in view of the variety and beauty of the scenery.

The Interoceanic Railway also runs a train each night from Vera Cruz to Mexico City. The journey time takes about 12 hours. The fares by this route are cheaper than by the Mexican Railway.

EMBASSY AND CONSULATES IN GREAT BRITAIN.

EMBASSY.

London ..	Ambassador Extraordinary and Plenipotentiary	Federico Jimenez O'Farrill.
(48 Belgrave Square, S.W.1)	2nd Secretary	.. Carlos Chapoy Vidaurri.
	Third Secretary	.. Fernando Cuan Jr.

CONSULATES.

London (48 Montrose Place, S.W.1)	Consul-General	.. .. Anselmo Mena.
	Vice-Consul	.. .. Marco Almazán.
Cardiff (106 Bute St.)	Honorary Consul	.. .. Joseph Piffaretti.
Hull (184 Victoria Avenue).	Honorary Consul	.. .. William Hopper.

BRITISH EMBASSY AND CONSULATES IN MEXICO

The letter (L) denotes that the Consular Officer has authority to register *lex loci* marriages; the letter (M) that he holds a Marriage Warrant.

RESIDENCE.	RANK.	NAME.
Mexico City ..	Ambassador Extraordinary and Plenipotentiary	Thomas Cecil Rapp, C.M.G., M.C.
	1st Sec. & H. of Chancery	J. M. Fisher.
	Counsellor (Comm.)	.. W. W. McVittie.
	1st Secy. (Comm.)	.. A. A. W. Landymore.
	1st Secy. (Labour)	.. A. R. Tennyson.
	Consul	.. C. R. Ranken
	Vice-Consul	.. A. P. Hughes, M.B.E.
	Pro-Consul	.. J. G. Walker
	Pro-Consul	.. G. Rickards
	Vice-Consul	.. J. H. H. Pope..
Chihuahua ..		
Coatzacoalcos (Puerto Mexico) ..	Vice-Consul	.. Dr. J. J. Sparks ..
Durango ..	Vice-Consul	.. Dr. Harry Grey ..
Guadalajara ..	Vice-Consul	.. A. T. Williams ..
Guaymas ..	Vice-Consul	.. J. Davidson ..
Mazatlan ..	Vice-Consul	.. Geo. E. S. Watson ..
Merida & Progreso ..	Vice-Consul	.. T. E. Dutton ..
Monterrey ..	Vice-Consul	.. J. D. Reynolds ..
Pachuca ..	Vice-Consul	.. S. Waters ..
Puebla ..	Vice-Consul	.. E. O. Ehlinger ..
Tampico ..	(L) Consul	.. — ..
Tapachula ..	Vice-Consul	.. A. R. Gehrke ..
Torreón ..	Vice-Consul	.. S. Dutton-Pegram ..
Vera Cruz ..	Vice-Consul (Act.)	.. J. V. Papworth ..

United
States
of
Mexico.

The United States are represented by an Embassy and Consulate at Mexico, Consuls at Agua Prieta, Chihuahua, Ciudad Juárez, Durango, Ensenada, Guadalajara, Matamoros, Mazatlán, Mexicali, Monterrey, Nogales, Nuevo Laredo, Piedras Negras, Saltillo, San Luis Potosí, Torreón, Vera Cruz, Coatzacoalcos; and a Vice-Consul at Guaymas.

NICARAGUA

Routes:—There are good steamship services from the United Kingdom to Cristobal (14 to 16 days), including that of the P.S.N.C. and the joint fortnightly service from London of the Royal Mail Lines and Holland America Line. The port of Corinto is the principal entry in Nicaragua on the Pacific Coast. It is served by Grace Line vessels from Cristobal, also from San Francisco and Los Angeles.

On the East Coast the Standard Fruit and Steamship Company maintains a weekly steamship service from New Orleans to Puerto Cabezas (Nicaragua), and La Ceiba (Honduras). The United Fruit Company has a weekly steamship service with limited passenger accommodation between Bluefields and New Orleans.

Air Services.—Managua is on the north-south international routes of Pan-American Airways and of TACA. The latter has services to all the Capitals of Central America. Bluefields, and Puerto Cabezas, are served from Managua by "LA NICA," a subsidiary of P.A.A. There is also a weekly flight to Tegucigalpa (Honduras) in association with SAHSA.

Four other small companies—INCA, LACSA, FANSA, and TAN,—operate in Nicaragua.

There is a small fleet of commercial planes at Managua to carry passengers and cargo to any part of the Republic.

Bluefields, 1,200 nautical miles south of New Orleans, takes its name from the Dutch pirate Blewfeldt. It stands behind the Bluff, near the mouth of the Bluefields River. It is the chief port on the Atlantic side, and the centre of the coasting traffic upon that coast. Managua is reached by river boat to Rama, thence by road, 198 miles. The population is 7,300. Bananas, cabinet woods, and gold from the Prinzapolca field are the principal exports. Regular steamers connect the port with New Orleans and Port Limón (Costa Rica).

Hotel:—St. James.

Cables:—Tropical Radio, Calle de Comercio.

Corinto, the principal Pacific port and terminal of the Pacific Railroad, is the gateway to Managua (87 miles) and the most fertile and healthy part of the country. About 70 per cent. of the foreign commerce passes through Corinto, notably coffee, sugar, hides and wood as exports. Population, 3,000. The town itself is on a sandy island connected to the mainland by a bridge.

Hotel:—Central.

Corinto Steamers:—To San Francisco and Puget Sound by Grace Line with monthly service.

Rail:—To Granada, by Pacific Railways of Nicaragua, twice daily (first class single, U.S.\$3.03) ; to León, twice daily (first class single, U.S.\$0.90) ; to Managua, twice daily, U.S.\$2.21. Meals not served.

Managua, the capital, with an urban population of approximately 120,000, stands on the southern shore of Lake Managua, 87 miles from Corinto and 52 from León. The principal products are coffee, cattle and dye woods. On 31st of March, 1931, the city was almost totally destroyed by earthquake, but has since been largely

rebuilt.

A fine drive, skirting the shores of Lake Managua, gives views of rare beauty. Across the water is the marine cone of the extinct volcano, Momotombo, flanked by the heights of Mount Masaya. Momotombito, another extinct volcano, rises from the centre of the lake.

Buses, 25 centavos per passenger per trip in the city; horse-drawn victorias, one cordoba a ride; taxi time rates: C\$15 per hour.

Hotels:—Lido Palace; Gran Hotel; Hotel Roosevelt.

Clubs:—Nejapa Country Club; Managua; Terraza; Victory; International.

Cables:—All America Cables & Radio, Inc., Avenida Central, Norte. Tropical Radio Telegraph Co., Avenida Central and 1 A Calle Sur.

Bank of London and South America; Caley, Dagnall & Co., J. R. E. Tefel & Co.

Rail:—Pacific Railway (connecting Managua with Corinto, Chinandega, León, Granada, Masaya, Masatepe, San Marcos, Diriamba, Jinotepe). Extension lines from León to Rio Grande and from Rivas to San Juan del Sur.

Roads:—A motor-road, with beautiful scenery en route connects Managua with the "Sierras," an important coffee district, Granada, and several small towns. Another road runs north to Matagalpa. There are roads north to Sebaco (65 miles), south to Diriamba (29 miles, *Majestic Hotel*), and a highway to Rama (near Bluefields) is open in the dry season. There is a bus service along the Pan-American Highway to San Salvador, and thence to Tapachula (Mexico).

Puerto Cabezas (Bragman's Bluff), on the Atlantic Coast, north of the Rio Grande, is the seat of important American banana and lumbering enterprises. Petroleum is being sought in this area. There are facilities for shipping bananas and timber at the docks. The population is about 3,000. Steamers of the Standard Fruit Company call weekly.

Chinandega is reached from Corinto (13 miles) or Managua (74 miles) by the Pacific Railway. The centre of a large agricultural district, it contains the San Antonio, the largest sugar mill in Central America. Road open to Choluteca (Honduras), and San Miguel (El Salvador). Railway to Puerto Morazan (*hotel*), on the Gulf of Fonseca, from which there are boat services across the gulf to La Union (Salvador). Population, 17,000.

Hotel:—Chinandega.

Granada, on Lake Nicaragua, is the terminus of a railway from Corinto. Population, 35,000. It is 36 miles from Managua by rail and 118 from Corinto. It is the third city of the republic. The chief products are sugar, coffee, cacao, alcohol, hides, cotton, indigo. Roads are open to San Juan del Sur, to Nandaime, and Tipitapa, and there are steamer services to the lake towns. Lake Nicaragua has more than a thousand islands, and two volcanoes, Ometepe and Madera. Granada was burnt by the Filibusters, but still has many beautiful buildings, and has faithfully preserved its Castilian traditions. It was founded in 1524.

Hotel:—Alhambra.

Rail:—To Managua, 1st Class single, C\$2.35 to C\$3.10, according to day.

Greytown (San Juan del Norte), a port at the mouth of the San Juan River, is on the Caribbean Sea. The port was closed to foreign trade many years ago. The only shipping at present are the small motor launches plying between Granada and Bluefields *via* Lake Nicaragua and San Juan River. Population, about 300.

Jinoteга, with a population of 6,000, is 136 miles north-east from Managua and 14 miles from Matagalpa. There is an all-season bus service between Managua and Jinoteга.

León, the former capital, has a population of 50,000. It is one of the Republic's most important cities, standing in a rich agricultural district 35 miles from Corinto and 52 from Managua by rail. It is the principal distributing centre for the departments of Nueva Segovia, Esteli, Jinotega, and Matagalpa. There is a fine cathedral. A motor road has been built to Poneloya (19 miles), a summer resort on the sea-shore. A railway has been built to Rio Grande (54 miles) and to Segovia. The City was founded in 1524.

Hotel:—Cosmopolito.

Masaya, with a population of 26,500, about 27 miles south-east from Managua, and served by rail from Corinto (106 miles), is a centre for a rich agricultural district growing tobacco, corn, rice, sugar, coffee, and vegetables. The Santiago volcano is near the town. The city is connected by rail and road with Managua, Granada, and several smaller towns.

Hotel:—Esfinje.

Matagalpa, 120 miles north-east of León in a mountainous, well-watered district, enjoys a bracing climate. Foreign planters have developed a large industry in coffee of the highest grade, and there are extensive forests and cattle ranges in the vicinity. The journey from Managua takes four hours by motor-bus from Managua (twice daily). Mule transport is available from León (2½ days). Population, 45,000.

Hotel:—Bermudez, U.S.\$3.

San Juan del Sur, a Pacific port 21 miles from Rivas, 58 miles from Granada. The wet season is from May to October, and the dry season from November to April. The principal products are wood, cacao, coffee, sugar and balsam. It is reached from Granada by Lake steamer to San Jorge, thence by the new railway to Rivas; or by an all-weather road direct from Managua to Rivas. The railway continues from Rivas to San Juan. There is an important cable office. Boats of the Grace Line and Independence Line call intermittently.

All America Cables & Radio, Inc.,—Calle Trapitos.

PHYSICAL FEATURES.

Nicaragua, the largest of the Central American Republics, is bounded on the north by Honduras, on the east by the Caribbean Sea, on the south by Costa Rica, and on the west by the Pacific Ocean. Its superficial area is about 57,145 square miles. The longer coast-line, 300 miles, fronts the Atlantic; the Pacific coast-line is 100 miles shorter. Because Nicaragua is traversed by two mountain ranges, it has a great diversity of climate and products. The plateau and uplands are healthy and fertile, and the extensive coastal lowlands tropical. Several of the mountain peaks are extinct volcanoes. An active double volcano forms an island, Ometepe, in Lake Nicaragua.

There are two fine lakes. Lake Nicaragua, the larger, is about 92 miles long and 34 wide, and navigable throughout; Lake Managua, connected with it by the River Tipitapa, is 32 miles long and from 10 to 16 miles in width. The largest rivers are the San Juan (connecting Lake Nicaragua with the Atlantic), on which motor launch and steamship services ply between Greytown and Granada; and the Bluefields River, navigable for 65 miles or more from Bluefields to the city of Rama, and also the Rio Grande. The Coco or Segovia

River in its first 50 miles is known by an extraordinary number of names, first as the Somoro River, and then as the Cabrugal or Cadrullal, Coco or Cocos, Yoro or Yare, Portillo, Liso, Tabacac, Encuentro, Pantasma, Segovia, Gracias or Cape River, Hervias River, and at its mouth the Wanks or Yankes River.

The western half of Nicaragua contains nine-tenth of the **population**, chiefly of mixed Spanish and Indian blood, with some Nicaraguans of pure Spanish descent. The eastern half, containing the banana plantations, has a number of negroes from the West Indies, also natives of mixed negro and Indian blood. The total population is estimated at 1,184,000, about 10 per cent. of it illiterate. In 1946 the general mortality rate was 12.0 per 1,000, and the infant mortality rate 101 per 1,000 live births. The birth-rate was 38.4 per thousand.

Rain is very frequent during most of the year in the eastern part of the country. In the western half there are wet and dry seasons, from May to November, and December to April respectively. The prevailing winds are from the north-east, laden with moisture from the Atlantic.

ADMINISTRATION.

The republic is divided into 15 "departments" and 2 "Comarcas," each of which is under a Political head, who has supervision of finance, instruction and other matters.

The judicial power is vested in a Supreme Court of Justice at Managua, 5 Chambers of Second instance (León, Masaya, Granada and Bluefields), and 153 judges of inferior tribunals.

The National Defence is under the supervision of the National Guard, represented in each locality by the respective Military Commandant.

Roman Catholicism is the prevailing religion. There is an archbishop, with his seat at Managua, and bishoprics at Matagalpa, León, Granada, and Bluefields.

GOVERNMENT.

The constitution of March 22, 1939, provides for a Congress of two houses, consisting of 43 deputies, elected every six years by popular vote, and 24 senators elected for six years. The executive power is vested in a President, appointed for six years. Earlier Constitutions were promulgated in March 1905 and March 1912.

PRESIDENT.

MINISTRY.

Government	Modesto Salmeron.
Foreign Affairs	Luis Manuel Defayle.
Finance	Ellas Serrano.
Development	Adolfo Martinez.
Education	José, H. Montalván.
Health	Alejandro Sequeira R.
Agriculture	Isaac Montealegre.
War, Marine, Air	Gral. Anastasio Somoza.
Distrito Nacional	José Frixione.

NATURAL RESOURCES.

Apart from gold, Nicaraguan products are mainly agricultural, with coffee as the chief interest in the western and lumber in the eastern parts of the country. Next rank sesame seed, maize, rice, sugar, hides, silver, and cotton. Other products include beans, cacao, coconuts, grain, wild rubber, dyewoods, tobacco and lard.

Cattle raising for supply on foot to neighbouring republics, South American countries, and Cuba, is a thriving industry on the plains of Chontales, north of Lake Nicaragua. In 1945 there were 803,000 cattle, and 15,124 sheep. Eighty per cent. of the hides are used locally, and the rest exported (129,808 kilos in 1948).

Mining is hampered by defects of transport, which confine production of gold and silver to the richest and most favourably situated deposits. There are two important **Gold** mines in the Atlantic coast region and several in the Pacific coast region. Gold-bearing gravels are worked on the Coco River and its tributaries. Export of gold, 1947—value C.\$7,641,352 ; 1948—6,916 kilos, value U.S. \$7,779,860 or 29.15 per cent of all exports.

Export of silver was 6,833 kilos, value U.S.\$171,331 in 1947, and 6,769 kilos, value U.S.\$163,931 in 1948.

Coffee :—About 75 per cent. of the crop is grown in the Sierra and Carazo region, south of Managua. Superior-quality coffee (about 20 per cent. of the total crop) is grown in the Matagalpa-Jinotega-Nueva Segovia region, lying north of Managua between the Honduran border and Lake Managua. Small amounts of coffee are grown on the hillsides and slopes in the Departments of Esteli, Chontales, Rivas, and Chinandega. The coffee is of the mild or Arabian type. Labour is somewhat scarce, and planters recruit helpers from the town for the picking season. Coffee forms 32 per cent. of total exports. The 1948-49 crop was about 150,000 quintals, with 400,000 quintals estimated for 1949-50. Exports, 1947-48—241,832 bags ; 1948-49—109,609 bags.

Bananas were once as important economically for the Atlantic coast as coffee still is for the interior. In 1929, over 4,000,000 bunches were exported, but the sigatoka sickness had wiped out all exports by 1943. There was a slight recovery to 678,598 bunches in 1948. Now the Atlantic coast has been practically wiped out as a producing area, an attempt is being made to transfer the industry to the Pacific coast.

Sugar is grown principally in the western area. Chinandega is the main centre of the industry. Production was 415,000 quintals in 1948-49, a little over home consumption. Exports, 1948—1,840 m. tons.

The Provinces of Chinandega and León are very well suited to **cotton**. The crop is about 2,900,000 pounds from 4,600 manzanas. There are 2 cotton mills, which consume nearly all the cotton produced. Export of lint, 1947—970,000 lb., value U.S.\$198,269 ; 1948—nil.

Cacao is now increasingly planted on banana plantations suffering from "sigatoka" disease. It is first-rate in quality. Production is about 170,000 bags of 69 kilos. There are small exports.

About 1,000 acres yields 741,000 kilos of Chilcagre type **Tobacco**. Virginia type totalled 135,000 kilos in 1947-1948.

An attempt is now being made to cultivate **Sesame** on a commercial scale. The 1948-49 crop was 350,000 quintals. Export: 1948—12,050 m. tons, value U.S.\$3,614,121, or 14 per cent of all export. The crop of castor beans is about 100,000 kilogrammes. 2,200,000 bushels of maize are grown. Export: 1948—10,643 m. tons. The rice crop is 130,000 quintals from 22,000 manzanas. Export: 1948—3,659 m. tons, value U.S.\$788,113.

Processed oil is now exported. There are small exports of balsam (6,144 kilos in 1948), and of ipecacuana (24,877 kilos in 1948).

Mahogany is by far the most considerable of the forest products. Small quantities of cedar and pine are available on the east coast and unexploited pine woods extend along the northern frontier. Export, 1947—29,627 m. tons, value U.S.\$1,750,946; 1948—21,200 m. tons, value U.S. \$1,338,748.

Export of nispero rubber, 1948—49,954 kilos.

INDUSTRY.

There are various concerns, mostly on a small scale, for the manufacture of boots, shoes, straw hats, leather goods, candles, soap, beer, cigars, cigarettes, furniture, biscuits, sweets, etc., but the locally made articles are not usually of a very good quality and are chiefly made to meet the demands of the poorer people, who are not in a position to pay the price demanded for imported articles. The greatest employment is in sugar refining. There are two cotton mills consuming some 258,627 kilos of raw cotton, and two rayon weaving factories with an annual production of 267,150 yards of piece goods. The only cement plant produces 381,970 bags (of 94 lb. each).

In 1946, 40,000,000 k.w.h. of electric power were produced in 16 electric plants, including two gold mines.

FOREIGN TRADE.

The United States furnished 84 per cent. of the imports and took 75 per cent. of Nicaraguan exports in 1948.

			Imports. U.S. dollars.	Exports. U.S. dollars.
1945	..	..	\$11,961,081	\$13,962,728
1946	..	..	\$14,989,431	\$18,082,177
1947	..	..	\$21,085,850	\$20,979,627
1948	..	..	\$24,133,703	\$26,682,607

British investment in Nicaragua in 1948 was £341,300. Average interest paid was 4 per cent. American direct investment is \$8,858,000.

Public Debt:—At December 31, 1948, the total public debt stood at U.S. \$6,151,969. The estimated floating debt, etc., amounted to C.\$28,873,741.

Transport:—The chief railway is the National or Pacific Railroad with about 238 miles in the extreme west of the Republic, connecting Corinto, Chinandega, León, Managua, Masaya, and Granada, with a branch from Masaya to Diriamba and Jinotepe. A steamer worked in conjunction with the railway plies from Granada, visiting the small towns upon Lake Nicaragua.

Railways:—Railway travel on the Nicaraguan State Railways cannot be compared for comfort or speed with conditions in the United Kingdom. The line is single-track, the gauge is 42 inches and the noise and dust are, at times, overpowering. Stoppages of fifteen to twenty minutes at the principal stations are arranged to allow passengers to buy food from itinerant vendors ; there is no night travel and there are no restaurant cars. Fares are reasonable : first class, Corinto to Managua (90 miles), C.\$11.05. First class from Managua to León (40 miles) costs C.\$6.60, and from Managua to Granada C.\$4.10. Second class, 45 per cent. of the first class fare. From Corinto to Managua excess luggage costs C.\$2.34 per 100 kilos with a free allowance of 30 kilos.

Roads :—These, for the most part, are mere tracks. Lack of an adequate network has effectively prevented the exploitation and settlement of large areas of valuable agricultural and forest land. The only important all-weather road is the Inter-American Highway, which runs for 386 kilometres from the Costa Rican frontier, through Managua, and north to the frontier with Honduras. A concrete highway, 32 kiloms. long, from Las Conchitas (26 kiloms. south of Managua on the above highway) is open to Masachapa, on the Pacific. A branch road of the Inter-American Highway is being built from San Benito on the Inter-American Highway to Rama, some 60 miles from Bluefields, on the Atlantic.

CURRENCY AND MEASURES.

The unit of the **currency** is the córdoba, divided into 100 centavos, with a par value of 5.00 to the U.S. dollar. Actual rates of exchange are about 6.00. Fractional coins are the 5, 10, 25, and 50 centavo pieces in silver, and copper coins of half a cent and one cent.

The nominal parity (in which all values in this chapter are given) is 1 Cordoba to 1 U.S. dollar.

The metric system is official ; but in domestic trade local terms are in use ; for example, the medio, which equals a peck, and the fanega of 24 medios. These are not used in foreign trade. The principal local weight is the arroba = 25 lb. and the quintal of 101.417 English lb.

POSTS AND TELEGRAPHS.

Mails from the United Kingdom to Nicaragua are sent *via* Panamá, and take 3 to 5 weeks. There are delays in transmission between the western ports and the interior due to the poor communications. Postage 3d. for the first ounce ; 1½d. for each ounce after. **Air-mail** from London, see page 30.

Under the postal tariff of 1921 letters cost :—

1. For Europe, Asia, and Africa (excepting Spain) : 10 cents for the first 20 grammes or fraction, and 5 cents for each additional 20 grammes.
2. For the United States and Spain : 2 cents for each 20 grammes or fraction thereof.

Telegraph and telephone lines are owned by the Government. All America Cables & Radio, Inc., have stations at Managua and San Juan del Sur (ordinary rate) to U.K., 61 cts. ; Code, 36 cts. ; Deferred, 30½ cts. ; Night-Letter, 25 words, \$5.09. The Tropical

Radio Telegraph Company has stations at Managua, and on East Coast at Bluefields for domestic and international radio-telephone service. There are wireless transmitting stations at Managua, Bluefields, and Cape Gracias, and private stations at Bragman's Bluff, El Gallo and Rio Grande.

PUBLIC HOLIDAYS.

January 1 : New Year's Day.
 March or April : Holy Thursday
 and Good Friday.
 April 14 : Pan American Day.
 May 4 : Peace Day.
 May 6 : Ascension Day.
 May 27 : Army Day.
 July 4 : U.S.A. Independence.
 July 11 : Heroes of 1893.
 July 14 : Fall of the Bastille.

July 24 : Birth of Simon Bolivar.
 August 14 : Capitulation of Japan.
 September 14 : Battle of San Jacinto.
 September 15 : Central American Independence.
 October 12 : Discovery of America.
 November 11 : Armistice Day.
 November 28 : Peace Day.
 December 8 : Immaculate Conception.
 December 25 : Christmas Day.

Press:—Managua : "La Nueva Prensa," "La Prensa," "La Noticia," "Novedadas," "Flecha," "El Heraldo," "Estrella de Nicaragua." Granada : "El Correo," "Diario Nicaraguense." León : "El Centroamericano," "El Eco Nacional." "La Gaceta" is the official gazette.

Hints for Travellers.

Charge : \$1.50 for a *visa* valid for six months ; \$3.00 for a *visa* valid for 1 year. *Visas* are granted on request. Vaccination certificate required (not over three years old). Legislation fee \$1.40.

Tipping is practised on a large scale. Wine is expensive. Hotels up and down the country leave much to be desired. Clothing should be of the lightest possible—linen or light-weight suiting. These are suitable all the year round, except at the higher altitudes. The temperature is tropical, seldom falling below 75 degrees F. at Managua, and reaching 96 degrees in April and May, the hottest months. The dry season runs from December to May and the wet season covers the remaining months. The wettest are usually June and October. The Lido Palace and the Gran at Managua, and The Majestic at Diriamba, are the only up-to-date hotels in the country. A table d'hôte dinner costs C\$5 without wine.

Cost of Living.

The cost of living is rising rapidly. It is estimated that living costs in Managua have risen more rapidly since the war than in the United States. House rents are reported five times the 1941 level.

Guidance for Commercial Travellers.

Passports duly *visé* by the Nicaraguan Consulate and a certificate of vaccination issued during the last three years are obligatory. Commercial travellers are required to present documents from their firms accrediting them as such.

The separate municipalities have the right to impose taxes upon commercial travellers. They vary, and are C\$20 at Managua, C\$10 at León, and C\$6 at Granada.

Samples of no value are not liable to duty. Duty is repayable on commercial samples of value any single importation of which does not exceed 5,000 córdobas in value. A bond is filed to an amount equal to double the ascertained duties. This bond is released subject to the exportation of the samples within six months.

Cloths are only allowed in cuts not greater than half a vara of the full width of the cloth. One article only of each type or model of ready-made clothes, ties, etc., is allowed, the differences in cloth and colour being shown by cuttings only. Only one sample of each different type is allowed for cheap jewellery, cutlery, paints, china, varnishes, pencils, crayons, toilet preparations, medicines, foodstuffs, etc.

A NICARAGUAN CALENDAR.

- 1522. Gil Gonzalez de Avila landed.
- 1524. Granada founded.
- 1687. British Protectorate of Mosquito Coast asserted.
- 1786. British evacuated Mosquito Coast.
- 1821. Nicaragua declares itself independent of Spain.
- 1826. First survey for a Nicaraguan Canal.
- 1838. Separate Republic proclaimed.
- 1848. British occupy Greytown.
- 1855. William Walker, "Fillibuster," arrives.
- 1860. Walker shot. Nicaragua assumes control of Mosquito Coast.
- 1863. War between Nicaragas, Salvador, and Costa Rica against Guatemala and Honduras.
- 1885. A defensive alliance made between Nicaragua, Salvador, and Costa Rica against Guatemala.
- 1886. Peace signed with Guatemala.
- 1889. Nicaragua Canal Bill passed.
- 1894. War with Honduras.
- 1895. British Vice-Consul at Bluefields, Hatch, and other British subjects expelled for alleged conspiracy. British squadron occupies Corinto until indemnity paid.
- 1897. War with Honduras. Zelaya declares himself Dictator. Joins the "Greater Republic" of Central America.
- 1898. Boundary dispute with Costa Rica settled by arbitration.
- 1900. Nicaragua Canal Bill passed by United States Senate.
- 1901. Hay-Pauncefote Canal Treaty signed.
- 1905. Constitution promulgated. Commercial treaty with Great Britain.
- 1907. War with Honduras and Salvador. Peace signed.
- 1909. Rising against Zelaya. President Madriz succeeds Zelaya.
- 1916. United States Treaty to acquire rights on the Nicaraguan Canal Route.
- 1927. Civil War. Stimson arrangement for a constabulary under U.S. officers.
- 1928. Engagements between U.S. Marines and General Sandino's insurgents.
- 1931. Managua destroyed by earthquake.
- 1932. U.S. Marines leave Nicaragua.
- 1941. Declares war on the Axis.

NICARAGUAN LEGATION AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London	Minister (<i>Absent</i>) ..	
London	Consul	Herbert C. Cock.
(15 Union Court, E.C.2)		
Liverpool & Manchester	Secy. in Charge ..	Miss Edith A. Garratt.

BRITISH LEGATION AND CONSULATES IN NICARAGUA.

The letter (L) denotes that the Consular Officer has authority to register *lex loci* marriages.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
Managua ..	Envoy Extraordinary, Minister Plenipotentiary, and Consul-General	N. O. W. Steward, O.B.E.	—
	Vice-Consul, 2nd Secy.	F. R. Jeffers.	
	1st Secy. (Labour) ..	A. R. Tennyson.	

The United States are represented by an Embassy and Consulate at Managua (with a Consular-Agent at Matagalpa), and a Vice-Consul at Puerto Cabezas,

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PANAMÁ

Routes:—From Panamá there are frequent direct steamship services with the principal European and North American ports, and with the West Coast of South America. There are also services to the Far East, New Zealand, Australia, and East Coast of South America. In addition air services connect the Isthmus with all the main points of South and Central America, the U.S.A., and Europe. Direct steamship services with the U.K. are provided by the Pacific Steam Navigation Co.; Royal Mail Lines, Holland America Lines; Port Line, Ltd., Furness (Pacific) Ltd., the New Zealand Shipping Company and Shaw, Savill & Albion. New York and the East Coast U.S.A. are served by the Grace Line, United Fruit Company, and Panamá Railroad Steamship Line; Gulf ports are served by Lykes Line, and United Fruit Company; the West Coast U.S.A. and Canada are served by a number of the European as well as American Lines. Freighters carrying a limited number of passengers operate in all trades.

Both from Cristóbal and Balboa there are regular services (cargo only) to the Pacific ports of Central America, notably to:—

Puntarenas (COSTA RICA)	La Libertad (SALVADOR)
San Juan del Sur (NICARAGUA)	Acajutla
Corinto	San José (GUATEMALA)
Amapala (HONDURAS)	Champerico
La Unión (SALVADOR)	Mazatlan (MEXICO)

There are regular sailings to the Caribbean ports of Colombia, Venezuela and the West Indies, also to Colombia (Pacific), Ecuador, Peru and Chile; and sailings at irregular intervals to the minor Peruvian and Chilean ports.

Air Services:—International airlines connecting Panamá with republics to north and south are: Pan American Airways, TACA, Braniff International Airways, and the Uraba-Medellin Central Airways (UMCA), which flies between Balboa and Medellín (Colombia). K.L.M. call at the national airport at Tocumen on their Curaçao-Aruba-Barranquilla-San José route.

Local services to most parts of Panamá are flown by the Cía Panamena de Aviación (COPA).

Ocean steamers make the transit of the Canal in seven or eight hours and their decks are the best places from which to see the Canal works and surroundings. The Isthmus is crossed in an hour and a-half by train or car.

One of the numerous meeting-places between the new American and the old Spanish cultures, it has the conveniences of the one with the picturesque interest of the other. A resting place for travellers to and from all parts of the world, it has hotels designed to increase the attractions of a tropical country. The climate, the tropical foliage, the splendour of the sunsets, and the profundity of the starry skies make up a large part of the attractions of Panamá for the visitor.

Cristóbal, in the Canal Zone, is twin city to Colón; its piers are the normal point at which steamer passengers arriving from the Atlantic break their journey, to join the on-carrying ship at either end of the Canal. Conveyances are always waiting at the Docks for the use of passengers who want to visit Colón and other points. P.S.N.C. vessels call on homeward and outward voyages.

Air Services:—From the Isthmus of Panamá, planes radiate daily to Central, South, and North America, with a minimum of 5 planes daily to U.S.A. (Miami, New Orleans, Brownsville, etc.). Daily flights to Cuba, Jamaica, and other Caribbean and West Indian destinations. Also to east and west coasts of South America (Colombia, Ecuador, Peru, Chile etc.), and to Europe. See Air Section.

Cables :—All America Cables & Radio, Inc., Roosevelt Avenue. Tropical Radio, Roosevelt Avenue.

Banks :—Chase National Bank of the City of New York and the National City Bank of New York.

Colón, the capital of its province, a modern city, at the Atlantic entrance to the Canal, is the terminus of the railroad, and is 49.4 miles north-west of Panamá City. The town was originally called Aspinwall, after one of the founders of the Panamá Railroad. The present name commemorates Columbus. It stands on what was formerly Manzanillo Island, now connected with the mainland. Once a hotbed of yellow fever, the campaign against the mosquito has improved the town out of all recognition. The town is outside the Canal Zone, and is gay with night cabarets. Population, 44,000. The town's area has been increased a third by filling in some of the Folks River area.

The Boyd-Roosevelt (Trans-Isthmian) Highway connects Colón with Panamá City. It is 47 miles long.

Objects of local and other handcraft can be bought in the thoroughfare known as Front Street leading from Cristóbal. Points of interest near at hand are the Gatun Locks, where ships in transit pass from sea-level to Gatun Lake ; Mount Hope ; various military posts, including Fort Davis ; and the lawns and capital swimming pool in the grounds of the Hotel Washington.

Hotels :—Washington, \$3.50 to \$12.50, without meals ; lunch, \$0.85, dinner, \$1.40 ; Gran Hotel Imperial, \$2 to \$3.50, without meals ; lunch and dinner from 85 cents to \$1.25 ; Carlton.

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Rail :—Three trains daily on weekdays to Panamá, leaving at 9.30 a.m., 12.00 a.m., and 4.30 p.m. On Saturdays, Sundays and holidays the noon train is not run, but there is a late train leaving at 10.00 p.m. First class fare, \$1.45. Luggage allowance, 150 lb. Second class fare, \$1.00.

Banks :—Chase National Bank of the City of New York ; Banco de Colón.

Clubs :—Brazos Brook Golf and Country Club (18-hole) ; Strangers' Club ; Rotary Club ; Lions Club.

The Panamá Canal Tarpon Club (entrance \$15, annual subscription \$15) has accommodation for anglers at the Gatun Spillway at a charge of \$5 per day. Live bait is provided, tackle is loaned. The sleeping cots are not furnished with bedding. The kitchen has facilities for cooking foods bought from the club attendant. The hut is a few yards only from the Spillway, a torrent teeming with large fish.

Taxi Fares :—See under Panamá.

All America Cables and Radio, Inc. :—See Cristóbal.

Ancón, overlooking Panamá City, an agreeable point at which to stay while visiting the Isthmus, has a first-class hotel, wide roads, and picturesque views of a palm-fringed shore. Here, among trees and flowers, is the renowned American Gorgas hospital.

Hotel :—Tivoli (overlooks Pacific, \$3 to \$10) ; owned by United States Government ; fishing, bathing, tennis, golf, shooting ; European plan.

Balboa, the Pacific entrance to the Canal, and named after the pioneer who first crossed the Isthmus, is a short bus ride from Panamá City. It is in the Canal Zone. The Canal Administration has its offices upon Balboa Heights, overlooking the Pacific, and a visit is commonly paid by tourists. There is a ferry across the Pacific entrance (and also a new bridge), connecting Balboa and Panamá City on the east bank of the Canal with the Thatcher Highway on the west bank. This road joins the national highway system at Arraijan. The trip to Pearl Islands (46 miles) is made by launch, and there is a daily launch service to Taboga Island (return fare, \$3).

All America Cables and Radio, Inc. :—Gavilan Road, East Balboa.

Shipping :—P.S.N.C. have frequent sailings homeward and outward ; Balboa is also a port of call for several other European, U.S., and Far Eastern Lines.

Air Services :—See under Air Section.

Banks :—Chase National Bank of the City of New York ; National City Bank of New York.

Panamá City, capital of the Republic, with a population of 123,000, is near the Pacific entrance of the Canal, 49.4 miles from Colón. The town was built in the 17th century near the site of an earlier city. The ruins of Old Panamá are a few minutes' motor drive by road. The town was captured, sacked, and destroyed by Morgan, the buccaneer. The climate is good during the dry season, January to April, but for the rest of the year has a high average rainfall ; mean temperature for both sides of the Isthmus is 80° Fahr. The main products are pineapples and bananas. There are breweries, mineral water works, shoe, furniture factories, and potteries.

Panamá City is a curious blend of old Spain, American progress and the bazaar atmosphere of the East. The palm-shaded beaches, the islands of the Bay, and the encircling hills constitute a large part of its charm. The cabarets and night life are an attraction to those so inclined.

The Cathedral, finished in 1776, has twin towers and the domes are encased in mother-of-pearl. It stands in the main plaza of the city ; facing it are several public buildings, and the Episcopal Palace and old Government Palace. At the lower end of the Avenida Central, behind a group of Government buildings, stands the National

Theatre—one of the finest of its kind. A noteworthy building is the Palacio Municipal or City Hall. At the foot of Ancón Hill stands the Instituto Nacional and the University of Panamá. San José Church is notable for a golden altar which is said to have been preserved from the buccaneers by being painted in imitation of wood. Santo Domingo church is famous for its flat arch. The post office building (formerly the French Canal Company's administration building), and the churches of La Merced, Santa Ana, and Santo Domingo, were all built soon after the sacking of the city in 1671. A road to David (303 miles) is open in the dry season, and a 75 mile concrete road runs to Rio Hato. The Trans-Isthmian Highway is 47 miles long. There is a civilian airport at Tocumen, some 16 miles from Panamá City. A modern hotel is being built in the neighbourhood.

Excursions:—By motor to Ancón, Balboa, Yacht Club, Miraflores and Pedro Miguel Locks or to Old Panamá via Bella Vista; to Madden Dam across the Trail, a 2 hour drive through picturesque jungle; coastal boat to the San Blas Islands (2 days), or the Pearl Islands (46 miles) for fishing; to El Valle in the mountains, (*Pan-American Hotel*). Motor-car or "jitney" fares in the city zone are 30 cents for one passenger and 50 cents for two. The Tourist Bureau in the Palacio Building is extremely helpful.

Bathing:—Bella Vista Beach, Taboga Island; Santa Clara Casino; La Venta (*Santa Clara Inn*); Gorgona, Farfan, and San Francisco Beach.

Clubs:—Union (admittance by member's introduction only), Atlas, Balboa; Rotary; Lions Club; Miuras Club; Cámara Internacional de Jóvenes, Panamá Chapter of the Junior Chamber International.

British Legation:—Exposition Grounds.

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C O L O N

Banks:—The Chase National Bank of the City of New York ; National City Bank of New York ; Banco Nacional de Panamá.

Cables:—All America Cables & Radio, Inc., Av. Central Tropical Radio, 95 Central Avenue.

Golf:—Panamá Golf Club ; Amador Golf Club ; Miraflores.

Fishing:—Mackerel, red snapper, and other fish in the bay.

Hotels:—Colombia, \$4.00 to \$6.00 ; Colón, \$2.50 to \$3.50, including meals ; Central, \$4.50-7, with meals ; Tivoli (at Ancon, distant one mile), \$3 to \$10.00, without meals. International Hotel (new), single, \$6 to \$8, double, \$8 to \$10, without meals ; all rooms have shower or bath ; Roosevelt (new).

Entertainment:—Panamá City has three "Beer Gardens" where one can obtain, in addition to every kind of imported and local beverage, very good meals at reasonable prices. There is open air dancing every night to Latin American and North American music. These beer gardens are very popular among the Panamanians and foreign residents. There are several cinemas and the National Theatre. This State-owned Teatro Nacional is visited by artistes of international fame on their way through the canal, and there are regular concerts by the National Orchestra and Fire and Police bands. Horse races (pari-mutuel betting) are held each week-end at the Juan Franco track.

Rail:—Trains to Colón weekdays, at 7.10 a.m., 12.10 p.m., and 4.40 p.m. The midday train is omitted Saturdays, Sundays and holidays when there is a late train leaving Panamá at 10.10 p.m. Luggage allowance 150 lb.

Taxi Fares:—Town divided into Zones ; fare for 1st zone, 30 cents, plus 10 cents for each extra passenger or package ; 10 cents for each subsequent zone. Time schedule for stoppage, \$3.00 per hour, minimum charge of \$1.50.

Taboga Island, Panamá Bay, one hour from Balboa by launch, is an extinct volcano rising from the waters of Panamá Bay. The architecture is interesting, and the island is a favoured summer resort. The climate is healthy, and the island pineapples and mangoes have a high reputation. The sea-bathing is good, and there is an interesting native village. There is a Tourist Camp.

Hotel:—El Balneario.

Points of Interest:—Church (the second oldest in the Western Hemisphere) Morro Island, Fishing Village, Taboguilla Island, Old Spanish Cemetery.

Agadulce, a seaport on the Pacific in the province of Coclé, is 27 miles from Penonomé and 120 miles from Panamá City. It is reached by steamer, or by motor road. The port facilities have been improved. Population 3,020.

Almirante, on the south-western side of the Almirante Bay, a headquarters of the United Fruit Co., has a 1,000 ft. dock, a modern hospital, and a number of auxiliary enterprises, including a cold storage plant.

Bocas del Toro, capital of the province, stands on Colón or Drago Island in the Bocas del Toro Archipelago. It is reached from Colón (160 miles) by local steamer, or by a weekly motor launch, and is readily accessible from Port Limón, Costa Rica (60 miles by sea). The United Fruit Company's banana plantations are now producing abaca. A million dollar fibre plant has been opened at Changuinola, on the railway above Almirante. Other products : Coffee, cacao, coconuts, tobacco, and hides. Population, 2,541.

Hotels:—Washington, Central.

David, capital of the province of Chiriqui, one of the largest and richest provinces, has 10,736 population. It lies on the David River, five miles from Pedregal, its port. It is 302 miles from Panamá, and is accessible from that and other Pacific ports by coastal steamer. The time of transit from Panamá varies according to the number of wayside calls, and at best is 20 hours. A road runs to Santiago

and Panamá City. There is rail communication with San Andres, Concepcion, Pedregal, Dolega, Potrerillos, Boquete and Puerto Armuelles. Products: Coffee, cacao, sugarcane, maize, rice, bananas, vegetables and cattle. Local industries are tanning, soap making, and distilleries. Exports include hide, deer skins, rice, cattle and fresh vegetables from the Boquete region, and tortoiseshell. Road to El Volcan.

Hotels:—National, Santiago Lombardi, Castillo, Union, Pensión Brenes.

Clubs:—Club David; Lions Club.

Pearl Islands, 80 miles south-east of Panamá City, a centre of the pearl fishery, are reached by launch, and much visited by sea-anglers. The Tourist Bureau at the Palacio Nacional organizes two or three-day excursions. Fish, including Spanish mackerel, red snapper, corbina, sailfish, and other species are plentiful. The native fishers live in bamboo huts.

Portobelo, is 20 miles north-east of Colón, by road or by sea. Columbus used the harbour in 1502, and it was a Spanish garrison town for more than two centuries. Drake died and was buried at sea off the Bay of Portobelo, where stood Nombre de Dios, then the head of the Gold Road. There are the ruins of a cathedral and of various forts, a waterfall, and mountain views. The local rainfall averages 160.8 inches per annum. To-day the population is only 520. There are extensive banana plantations in the district.

Puerto Armuelles, is the Pacific terminus of the Chiriqui National Railway, and the port through which all the bananas grown in the area are exported. It is near the Costa Rican frontier. A wharf has been constructed there and vessels can anchor in deep water close to the shore. Puerto Armuelles and Bocas del Toro are as yet the only ports in the Republic proper at which ocean vessels habitually call. The Elliott Shipping and Land Coy. operates small coastal vessels between Puerto Armuelles and Panamá (3 or 4 days). Population, 3,995.

Santiago, capital of Veraguas province, is 157 miles from Panamá City. It can be reached from Panamá by steamer *via* Puerto Mutis or Aguadulce, thence by motor over an excellent road, or all the way from Panamá by road (the best way). This road goes through David as far as El Volcán. Population, 5,055. Its normal school is one of the most progressive in the country.

PHYSICAL FEATURES.

The Republic is bounded on the north by the Caribbean Sea, on the east by Colombia, on the south by the Pacific Ocean, and on the west by Costa Rica. It contains the Panamá Canal Zone, a strip of land 10 miles wide occupied by the United States.

The total area is 28,575 square miles, about one-fourth of which is inhabited. The length of coast-line is 477 miles on the Atlantic and 767 miles on the Pacific side, and the greatest width is 120 miles. The two mountain ranges traversing the whole country enclose a number of valleys and plains with excellent pasturage for cattle. There are extensive forests on the slopes of the mountains, and numerous banana plantations along the Atlantic and Pacific coasts.

The coastal plains on both sides are intersected by many rivers.

The **climate** is tropical, with a heavy rainfall, especially on the Caribbean coast, but there is less rain and a more agreeable climate on the Pacific slope. In the interior, at the higher altitudes, the temperature averages about 66° Fahr. On the coast the mean temperature is about 82° Fahr. January to April are the pleasantest months.

The dry season extends from middle December to mid May. The heaviest rains are at the beginning and end of the rainy season. On the Atlantic coast the average annual rainfall is about 129 in. ; on the Pacific, 69 in. ; and in the interior, 93 in.

According to the census of 1940 the **population** of the Republic is 622,576, with 68,897 whites, 82,871 negroes, 55,987 Indians, 8,007 other races, and 406,814 mestizos. The estimate was 746,000 for 1949. The birth-rate is 36.9 and the death-rate 11.1 per thousand. Within the Canal zone in March, 1948, there were 47,077. A quarter of the population is concentrated at Panamá and Colón cities.

ADMINISTRATION.

The nine provinces, with their capitals, are Bocas del Toro (Bocas del Toro), Coclé (Penonomé), Colón (Colón), Chiriqui (David), Los Santos (Las Tablas), Herrera (Chitré), Panamá (Panamá), Darién (La Palma), and Veraguas (Santiago). The Pacific island of Coiba, 30 miles from the mainland off Pedregal, Chiriqui, is reserved as a penal colony.

Constitution:—Panamá asserted its independence of Colombia on November 3, 1903. The Constitution, amended in 1918, 1928, and 1946, provides for a Chamber of Deputies of 51 members (one for every 15,000 inhabitants), elected for four years. Two alternates for each deputy are elected at the same time. The President is elected by direct vote for four years and is not eligible for the two succeeding terms. There is universal suffrage for those over 21.

The **language** of the country is Spanish ; but English is understood by the majority of commercial men in Panamá and Colón.

Roman Catholicism is the religion of the Republic. Protestantism has a large following in the Canal Zone and among British subjects in the Republic

PRESIDENT.

Dr. Arnulfo Arias Madrid.

MINISTRY.

Government and Justice	Alfredo Aleman.
Foreign Relations	Carlos Brin.
Treasury	Alcibiades Arosemena.
Education	Max Arosmena.
Agriculture	Ricardo Arias.
Public Works	Norberto Navarro.
Labour, Social Welfare, Health ..	Ricaurte Rivera Sandoval.
Comptroller	Enrique Obarrio.

NATURAL RESOURCES.

The soil is fertile and the vegetation luxuriant, but a comparatively small part of the country has been brought under cultivation by forest-clearing. The cultivation of the land is still very primitive,

Better class Panamanians have no great aptitude for the soil and prefer to gain their living in the towns. Sixty per cent. of gainfully occupied males work on agriculture. There are large areas, notably in Chiriqui province, suitable for cultivation. The Government encourages agriculture by distributing public lands to settlers.

Bananas are produced mainly in the Pacific coastal area, and are shipped most largely from Puerto Armuelles in Chiriqui Province. Bananas are also collected at Colón from estates near Lake Gatun, San Blas, and from Armila near the Colombian frontier. The Province of Darien also produces bananas.

Bananas account for about 50 per cent. of the total exports and are marketed almost solely in the United States. Exports: 1947—4,560,196 stems, valued at \$4,215,825; 1948—5,658,906 stems, value \$5,200,478.

Coconuts are produced chiefly on the Atlantic seaboard and on the coral islands and coasts of the Gulf of San Blas. The nuts from this district are excellent. The trees come into full bearing in about eight years. Export, 1947—4,283,175 units, value \$267,005; 1948—4,161,450 units, value \$248,738.

The production of **sugar** is steadily increasing. The chief plantations are in the Provinces of Coclé, Chiriqui, Herrera and Los Santos, and the principal concerns are the Ofelina and the Santa Rosa at Aguadulce. Cane grows rapidly even in the absence of high cultivation. No duty is paid upon machinery and there are six sugar mills. The distillation of industrial alcohol is on a considerable scale, for there is an import duty to protect native production. The sugar crop, 223,223 quintals in 1947-48, is not enough for local needs.

Cacao, the second most valuable export product of Panamá, is grown on a large scale by the United Fruit Company on derelict banana lands in the Almirante District. Production there is on the increase. It is also grown at Chiriqui. The beans are not processed, but mainly dried and shipped. Exports: 1947—2,980 m. tons, value \$1,196,340; 1948—2,664 m. tons, value \$2,089,660.

A good grade of **coffee** grown in Chiriqui is almost sufficient to supply the local demand. Plantations on scientific lines are only found at present near Boquete, where conditions are excellent. Much is also hoped from the neighbouring Volcan regions, where 1,000,000 trees are now growing. A macadam road is being built through the district, to connect with the Chiriqui railway at Concepción, and in the dry season it is possible to reach the region by car from the capital, a distance of 317 miles. There are small plantations also at Veraguas. Production is 680 metric tons.

Rice grows in the coastal regions and upon the lower hills, and is the country's major crop. It was 1,637,724 quintals in 1948, enough for local needs. The production of sugar and maize also meets local needs. Tobacco is grown, but not scientifically. Cotton has been grown on a small scale. The bean harvest is about 67,500 quintals; the potato harvest is about 150,000 quintals.

Exports of rubber have nearly come to an end. Copaiba, sarsaparilla and ipecacuanha are exported, and tobacco in moderate quantities, as well as balata, mother-of-pearl, and tortoiseshell.

Cattle-raising is one of the more important sources of wealth, and the savannahs of Coclé and Chiriqui, and the western province give good grazing. There were 325,200 cattle in 1945, most of them of small native breed, with a proportion of improved stock. The meat is consumed within the country, but the hides are exported (49,622 pieces, value \$388,544 in 1948). About 68,850 head are slaughtered annually. Hogs are estimated at 183,487, and annual slaughter is 47,200.

Minerals : Gold is found in small quantities in every river, and has been mined in Veraguas Province. There is some mercury at Las Minas. Sulphur is also found but not exploited. There is an unspecified amount of lignite in Darien and Bocas del Toro, where oil has been found but no successful borings made.

Hardwoods :—Some of the hardwood is produced in Darien, where there are three sawmills. The largest has been producing and exporting mahogany for some time, while a smaller sawmill produces Tangaré lumber, used for construction and to make boxes for local industries. A new sawmill and plywood factory on the highway to Tocumen airport specialises in mahogany lumber.

On the Pacific coast of the Province of Veraguas there are extensive forests of valuable hardwoods, including mahogany of a very fine class, also a somewhat similar wood called Maria or Santa Maria, now being exported to the States. The mahogany is much superior to that found in other parts of the Republic. Other hardwoods, particularly those used for veneer, are now being exported, to supply the demand for tropical fancy hardwoods used for interior decorations.

In the Province of Chiriqui also there are large stands of excellent hardwoods, amongst which are walnut and oak. Panamá has over 50 species of commercially valuable timber and many medicinal plants, but the forests have never been scientifically exploited. Other forest products include tagua nuts, copaiba, sarsaparilla, ipecacuanha, balata, rubber, and the toquilla palm, which yields hat straw.

Production of abacá fibre is 11,456,000 lb. In 1948, export was 3,221 m. tons, value \$1,444,815.

Flora and Fauna :—The vegetation is practically that of a tropical rain forest, and the species of flowering plants probably exceed 2,000.

Of mammals, the chief are opossums, sloths, ant-eaters, armadillos, peccaries, deer, tapir, olingos, rats, tayra, agoutis, pacas, squirrels, rabbits, racoon, coati, ocelot, jaguarondi, jaguars, bats, night monkeys, howling monkeys, white-throated capuchin monkeys, and the spider monkey. There is a biological station at Barro Colorado in connection with the National Research Council, Washington, D.C., U.S.A. The Panamá Canal has an experimental garden, open at certain times to visitors, at Summit, C.Z.

Alligators abound in the creeks of the coast. Duck and other migratory birds are plentiful in season. The Pacific Coast teems with fish of many kinds. Sporting trips of several days' duration can be made in comfortable motor boats at moderate prices, and expert fishermen are available at moderate charges.

Panamá's Income :—Panamá has a seemingly very large unfavourable balance of trade. The difference between imports and exports is made up of money that comes into the Republic through

irregular channels, the most important of which are the expenditures made in the country by the employees of the Panamá Canal, Panamá Railroad, United States Army, Navy, and Air Force personnel stationed on the Isthmus, frequent visits of the United States Navy, and a large number of transients, which includes tourists, commercial travellers, and cruise ships passing through the canal.

Exports:—Bananas, abacá fibre and coconuts account for 82 per cent. of the total exports.

The following table gives the latest trade statistics :—

				Exports.	Imports.
1948	..	..	..	\$10,577,262	\$63,292,657
1947	..	..	..	\$8,519,892	\$75,704,205
1946	..	..	..	\$6,800,779	\$56,057,498

The U.S.A. supplied 76 per cent. of the imports, and took 90 per cent. of the exports in 1948.

Public Debt:—External, 15,637,930 balboas ; Internal, 9,000,000 balboas on June 30, 1948.

INDUSTRIAL DEVELOPMENT.

Brewing, distilling, the making of soap, candles, ceramics, shoes, perfumes and hats are done on a minor scale. There are 3 large and 2 small bottling plants making soft drinks and ice-cream. Coral and sponges are obtained off the coasts, and pearls from the Pearl Islands, about 50 miles from Balboa. Salt is obtained by evaporation of sea water at Aguadulce. Alcohol is distilled in the sugar provinces. The National Distillers Inc. supplies the major part of the beer consumed in the Republic and has now started making corn whisky, rum and distilled gin of good quality. There are three factories at Panamá City producing men's tropical clothing. Nearly all furniture is made locally of mahogany and other native hardwoods. The Nestle and Anglo-Swiss Milk Company supply part of the local market with canned milk from Natá, Cöcle Province. Dairy farms within easy reach of Cölon and Panamá City have recently been established. Shoe manufacturers supply 70 per cent of local demand. A cement factory supplies all of the requirements of the Republic and has recently commenced exportation. The local Clay Products Company is now manufacturing bathroom fixtures, toilets, wash-basins, etc., and has also commenced exportation. Edible oil and soap factories are located in Panamá City. A Trucking Company with a capital of \$350,000 is expected to begin operations in 1950.

INTERNAL COMMUNICATIONS.

Roads:—Progress has been made of late years in the construction of good roads beyond the limits of the Canal Zone. Roads passable by motors are now open from Panamá eastwards to Chepo and northward to the Madden Dam and Colón. Westwards the road runs to Santiago and David, near the Costa Rican border, and there is a branch trunk road of 50 miles from Divisa to Puerto Mensabe *via* Chitre. A new bridge at Miraflores Locks branching off the Trans-Isthmian Highway takes motor traffic to the west bank of the Canal and to the interior. An Isthmian Highway runs parallel to the Canal. There are now 1,090 miles of highway, of which 400 are earth roads.

The contour of the land makes necessary an extraordinary number of bridges, and the heavy rains demand exceptionally solid construction. There is a ferry service between Balboa and the opposite side of the Canal, connecting there with an excellent road into the interior.

Railways:—In addition to the railroad between Panamá and Colón, the Government owned narrow gauge line runs from Puerto Armuelles to Boquete, with branch lines to Concepción, Pedregal and Potrerillos. There is 76 miles of line at Almirante (Bocas del Toro Province) which operates amongst the banana plantations of the United Fruit Company.

Coloured people best resist the conditions and tropical diseases incidental to life outside the Canal Zone, and efforts at colonization by European labourers have met with no success. Sanitation has almost abolished epidemics within the Zone, but the climate, though good, is somewhat enervating after prolonged residence, and periodical returns to a temperate country are necessary to the well-being of Europeans.

Living is costly and employees of the U.S. Government in the Zone pay no U.S. income tax, and are granted salaries 30 per cent. higher than in the United States in addition to privileges in buying necessities, frequent holidays, cheap rent, etc.

CURRENCY, WEIGHTS AND MEASURES.

The standard of **currency** is the gold "Balboa," as yet uncoined. The only national currency in circulation is a small amount of silver which is in every way similar to and pegged to the United States dollar. The dollar is, in fact, the standard currency. United States silver and nickel coins and paper money circulate throughout the Republic. There is no Panamanian paper money.

The **metric** system is official. The vara is in use, and English weights and measures are commonly understood. The U.S.A. gallon, five-sixths of the English gallon, is used for liquids.

POSTS AND TELEGRAPHS.

Panamá is in the Postal Union, and foreign letters are handled at Panamá, Colón, and Bocas del Toro.

Foreign Postage:—To the following countries, 3 cents. from Canal Zone, 2 cents. from Panamá Republic: All South and Central American Republics, Spain and Spanish Possessions, Cuba, Dominican Republic, United States and Possessions, Canada, Newfoundland and Samoa.

Other foreign countries, including the United Kingdom, 5 cents.

Air Mail rate: To the U.S.A., 6 cents. each oz. To Europe, 21 cents. first half oz., 15 cents each oz., thereafter.

There are also regular Air Mail services to the West Indies and to countries of Central and South America, as well as to the interior of Panamá (David, Province of Chiriquí).

Air mail from U.K.: see page 30. Great care should be taken to address all mail for towns outside the Canal Zone as "Republic of Panamá," otherwise they are returned to sender.

Inland letters, Canal Zone, 3 cents per ounce; Panamá Republic 2 cents.

There are 150 national telephone offices, of which 52 are also telegraph offices. The United States Government has a **wireless station** at Gatun which is open to commercial traffic, such messages being handled through the Government telegraph offices. Tropical

Radio Telegraph Company has offices and stations in Cristóbal and Panamá City, maintaining radiotelegraph and radiotelephone communication with all parts of the world through its Panamá City Station. All America Cables & Radio, Inc., offers communication services to all the world. There are 42 broadcasting stations in the republic.

PRESS

The "Star and Herald" and the "Panamá-American" (Panamá) are the two largest daily newspapers (English and Spanish). Other papers are "La Nación" (daily, English and Spanish); "Mundo Grafico" (Spanish weekly); the "Gaceta Oficial"; "Panorama" (weekly, Spanish); "Colón News" (weekly, English and Spanish); and "La Hora" (daily, Spanish).

LEGATION AND CONSULATES IN GREAT BRITAIN.

RESIDENCE	DESIGNATION.	NAME.
Legation	Minister	<i>Absent</i>
123 Warrford Court, London E.C.2	Chargé d'Affaires	Eusebio A. Morales.
	Counsellor	Jorge E. Morales.
	First Secretary	Rafael Rivera.
	Commercial Attache	Francisco Harmodio Icaza.
	Attache	Ricardo Ernesto Soto.
Consulate General 123 Warrford Court, London E.C.2	Consul General	Ernest Bellino.
	Vice-Consul	Francisco Harmodio Icaza.
	Vice-Consul	Julio Aldrete.
Liverpool	Consul General	Jose M. Quiros G.
	Vice-Consul	Leopoldo Alguero.
Birmingham	Consul	Sergio S. Sauri.
Cardiff	Consul	Alfred J. Bovey.
Glasgow	Encargado	William Sinclair.
Grimsby	Consul	Ernest Sutcliffe.
Newcastle-on-Tyne	Vice-Consul	E. F. Weidner.

BRITISH LEGATION AND CONSULATES

The letter (L) denotes that the Consular Officer has authority to register *lex loci* marriages.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
Panamá ..	Envoy Extraordinary and Minister Plenipotentiary & Consul-General	J. D. Greenway,	Republic of Panamá, and the Panamá Canal Zone.
	First Secy. & Consul	G. W. Kirk ..	
	Vice-Consul ..	J. H. Ashton. ..	
	Pro-Consul ..	S. E. Wise ..	
Colón ..	Consul (L.R.) ..	W. M. Guthrie ..	
	1st Secy. (Labour)	A. R. Tennyson ..	
	Pro-Consul ..	J. W. S. Blennerhassett	

The United States of America is represented in Panamá by an Ambassador and Consul at Panamá City, and a Consul at Colón.

PUBLIC HOLIDAYS.

January 1: New Year.	November 3: Secession from Colombia.
January 2: Constitution Day.	November 4: Flag Day.
January 21: Foundation Day.	November 28: Independence from Spain.
May 1: Labour Day.	December 8: Mother Day.
July 24: Bolivar Day.	December 25 and 26: Christmas.
October 12: Discovery Day.	Carnival: Mon. aft. and Shrove Tues.
November 2: Memorial Day.	Easter: Holy Thurs. aft. and Good Fri.

A PANAMANIAN CALENDAR.

1501. Rodrigo Galvan de Bastidas discovers Panamá. Columbus, on his fourth voyage, reaches Porto Bello.
 1513. Vasco Nuñez de Balboa crosses the Isthmus and discovers the Pacific Ocean.
 1514. Pedro Arias de Avila arrives as Governor of the Gulf of Uraba.
 1519. Balboa beheaded.

- 1546. La Gasca arrives at Nombre de Dios.
- 1595-6. Drake captures Nombre de Dios.
- 1597. The Spaniards fortify Portobelo.
- 1602. William Parker's freebooting expedition.
- 1670-1. The pirate Henry Morgan burns and loots Panamá.
- 1673. The present city of Panamá founded.
- 1698. William Patterson's attempt to colonize the Isthmus of Darien.
- 1700. Patterson surrenders to the Spaniards and leaves the colony.
- 1821. Panamá declares its independence. Union with Colombia.
- 1855. Railway linking up Colón and Panamá City opened.
- 1888. De Lesseps plans the Panamá Canal.
- 1900. Boundary dispute with Costa Rica settled by arbitration.
- 1903. Panamá asserts its independence of Colombia.
- 1903. Treaty between Panamá and the United States for the Panamá Canal.
- 1904. Dr. Manuel Amador Guerrero elected first President.
- 1914. Opening of Panamá Canal to commercial traffic.
- 1924. Panamá recognized by Columbia as a nation.
- 1928. Death of Maj.-Gen. Goethals, Canal Engineer.
- 1941. Panamá declares war on the Axis.
- 1943. Opening of trans-Isthmian Highway.

Information for Passengers.

The fee for a visa to British subjects is \$5.00, ordinary or transit. A fresh visa must be obtained for each visit. Visitors must give proof that they can support themselves and members of their party whilst in Panamá.

Foreigners are grouped into those in transit, tourists, transients, immigrants, and residents. Those in transit stop two days or less while on their way to another country. Cards similar to Tourist Cards but valid for two days only are issued to them by the transportation companies, which are also responsible for their return. The Tourist Card, issued to those who come to Panamá with the sole aim of recreation, observation, or study, is valid for a period of fifteen days and may be renewed for a period up to three months by the Minister of Foreign Affairs. Cards will be issued only to foreigners permitted entry; nationals of the countries with which the Allies were at war, with the exception of Italy, can be granted cards only with the approval of a Panamanian consul. East Indians and Chinese must apply direct to the Minister of Foreign Affairs for permission to enter the country.

Transients are those who are passing on to another country or returning to their own within three months. They must obtain a consular visa. Those who intend to settle in Panamá are immigrants; they must pay a fee of 150 balboas. Foreigners are resident only when they have complied with all the laws on immigration and residence.

Tourists and transients may also acquire the right to stay by depositing an immigration fee of 150 balboas, plus a surcharge of 50 per cent. and the necessary personal data. Those who do agricultural work do not pay the fee, but they may not live in the Panamá-Colón areas unless they are technicians recognised by the Ministry of Agriculture.

Clothing:—Cotton drill, linen, or similar clothing is worn. Sun helmets are not commonly used.

Guidance for Commercial Travellers.

Licences:—Before the traveller can clear his samples, a traveller's licence must be obtained, but United Kingdom commercial travellers enjoy most-favoured-nation treatment and are accordingly exempt

from the statutory fee of \$25.00. If the fee is demanded, the intervention of the British Consular Officer should be requested.

The traveller must obtain in the United Kingdom a certificate, issued by a Chamber of Commerce and authenticated by a Panamanian Consular Officer, vouching for his *bona-fides*, and provide himself with a letter from the firm he represents. On entering Panamá, he should present these documents at the National Treasury, where the licence (which is personal and non-transferable) will be issued, permitting the traveller to operate in the country on any number of occasions. Once this licence has been obtained, any samples brought in will be released upon deposit of the amount of the duty applicable to them, which will be refunded on their re-exportation.

TRADE REPRESENTATIVES :—The Federation of British Industries has a representative ; the U.S. Government maintains a commercial attaché ; all with offices in Panamá City.

Panamá and Colón are the only towns in which business is usually transacted.

THE PANAMÁ CANAL.

The axis of the Isthmus in the Canal Zone runs south-west to north-east, and the Canal is cut almost at right angles, i.e. north-west to south-east. The Pacific outlet is accordingly east of the Atlantic end by nearly 27 miles, and at dawn the traveller sees the sunrise over the Pacific.

The site of the Canal was not chosen solely because of its narrow width. At this point the hills forming the backbone of the Isthmus are at their lowest. The Canal follows the valley of the Chagres River on the Atlantic side, and that of the Rio Grande on the Pacific slope. The Gaillard or Culebra Cut spans the distance between. As the crow flies the distance across the Isthmus is 34 miles, and from shore to shore the Canal is 42 miles, or 50½ miles from deep water to deep water (in nautical miles 44.08).

The width of the Canal, which is 500 ft. in the sea-level section, is 500—1,000 ft. in Gatun Lake, and not less than 300 in the Cut. The depths are 42 ft. in the Atlantic sea-level section, 45 ft. in the Pacific section, and 45-85 ft. in the Lake. The mean level of the Pacific is some 8 in. higher than the Atlantic, but the disparity is not constant throughout the year. On the Atlantic side there is a normal variation of 1 ft. between high and low tides ; and on the Pacific of about 12½ ft., rising sometimes to 21 ft.

Constant dredging is necessary to maintain a clear channel through the 9-mile Gaillard Cut, and the work is usually done during the hours in which the canal is closed to traffic.

The Gatun Lake, formed by damming the Chagres, is 85 ft. above sea-level, and the ascent is made by a series of three steps at Gatun Locks. The descent to Pacific level is made by means of the Pedro Miguel Lock, Miraflores Lake, and Miraflores Locks. The flights are duplicated, so that ships may be proceeding in opposite directions simultaneously. Each lock-chamber is 1,000 ft. long, 110 ft. wide,

and some 70 ft. deep. The lock gates weigh 300–600 tons per leaf. The lowest are 47 ft. high, and the largest 82 ft. Timbers and rubber flaps prevent leakage between the gates and the sills of the locks.

Gatun Lake, even in a relatively dry year, receives an inflow of about 200 billion cubic feet of water, of which about one-half pours over the spillway. A high-level reservoir, the Madden Dam, feeds the lake and provides for the projected additional locks which would greatly enlarge the capacity of the Canal.

The lock machinery is electrically operated, and much power is used in opening and closing the 23 lock gates (aggregate weight 25,000 tons), raising and lowering the 12 fender chains, and opening and closing the valves. Power for this and other purposes is derived from the hydro-electric station, worked by the spillway from Gatun Lake. Work started in 1940 on a third set of locks, but was interrupted by the war.

Canal History:—The idea of constructing a canal to unite the Atlantic with the Pacific was already old when Ferdinand de Lesseps arrived in Panamá in 1881 and started his preliminary surveys. Canals—open, level, through tunnels, or with locks—had been planned along various routes, but that fixed upon by de Lesseps was from Limón Bay to Panamá by the Chagres and Rio Grande. A company was formed to carry out this scheme in 1881, with a capital of £53,000,000. Nineteen miles were prepared before the crash in 1891.

The chiefs of the French Canal Company, convinced they were unable to complete the work, started negotiations with the United States and Colombian Governments. Eventually, by the Herran-Hay Treaty, they were authorized by Colombia to sell all rights and properties to the American Government. This treaty was strongly opposed in Colombia, and its ultimate rejection led to Panamá proclaiming her independence in 1903, and signing the Canal Treaty in November of the same year.

The price paid by the United States Government to Panamá for construction rights was ten million dollars, and there is now an additional annual payment of \$430,000 a year. The French company received forty millions for its rights and properties. The total cost amounted at completion to \$375,000,000. The Canal was opened to commercial traffic on August 15, 1914.

In the fiscal year ending June 30, 1948, the vessels of all kinds passing through the canal numbered 6,999, of which 1,079 were exempt from toll. The tonnage of cargo transported by ocean going, toll-paying vessels, was 24,117,788 against 27,866,627 in 1939.

Canal Offices:—The seat of government of the Canal Zone is at Balboa Heights. The building containing the offices of the Governor and the higher officials is on a slight bluff on the western side of Ancón Hill, overlooking the surrounding country from Ancón to the Canal entrance. The private residences of the higher officials surround the administrative offices, and the quarters of other officials are in Ancón or Balboa, and along the slopes of Sosa Hill.

Brig-General F. K. Newcomer is Governor of the Canal Zone.

In 1948 the Canal undertaking and the railroad company had 22,786 employees; over 5,020 are American citizens.

PANAMA CANAL ZONE.



The Canal Zone: The Panamá Canal and Railroad.

The Panamá Canal Zone, a strip ten miles wide, extends from the Atlantic to the Pacific across the Isthmus. It includes the waters of Gatun Lake and the land round it within the 100-ft. contour line from mean sea-level. The Canal runs through the centre of the Zone, its ports being Colón and Cristóbal on the Atlantic, Balboa and Panamá on the Pacific. This territory is administered by the United States, through the Governor of the Panamá Canal, but the cities of Panamá and Colón, with their harbours, are excluded from his jurisdiction and remain under the Republic of Panamá. Cristóbal and Balboa, the only harbours that need be used by ships passing through the Canal, are under United States rule.

Postal Service:—There is a regular mail service to and from the United States several times a week, and from other countries according to steamship service. Mail from the United States is received approximately one week after posting. Mail for officers or crews of vessels passing through the Canal or calling at terminal ports, unless specially addressed to a local steamship agency, is forwarded to the postmaster at Cristóbal for delivery. The Cristóbal post office is officially advised of the

movements of vessels, and mail is forwarded in the most expeditious manner, by rail or launch. Cristóbal and Balboa have become the

terminal ports of the Canal, in place of Colón and Panamá, and letters addressed to agents of steamship lines at the latter places frequently fail to be delivered in time.

Sanitation:—When the United States undertook the construction of the Canal in 1904, Panamá was one of the most unhealthy spots in the world. Yellow fever and malaria had been endemic for years, and these, rather than engineering difficulties, had been responsible for the failure of the French engineer, Ferdinand de Lesseps. Yellow fever has been stamped out, and malaria has been diminishing ever since Colonel Goethals, the first Governor of the Zone, started his campaign. The work of the late Colonel W. C. Gorgas in the same connection has been commemorated by the opening of an Institute at Panamá City for the study of tropical diseases. There is now no malaria except in parts of the interior.

The **quarantine** regulations and requirements in brief summary are :—

The quarantine officer will board vessels on the Atlantic side anywhere in the bay ; on the Pacific side between San José rock and the entrance of the channel. No vessel is allowed to go to a wharf without authority from the quarantine officer. Boarding hours are from 6 a.m. to 6 p.m.

All vessels from foreign ports are subject to inspection, and all vessels so subject shall be considered in quarantine until granted free pratique, and shall fly a yellow flag from the foremast head from sunrise to sunset.

Two crew lists and two passenger lists must be handed to the quarantine officer when he comes aboard. Vessels must not proceed until these have been produced. This does not apply to troopships, men-of-war, or ships carrying contract labourers.

Masters of vessels will be held strictly responsible that no unauthorised person leaves the ship while in the terminal ports, passing through the locks, or in Canal waters. Any violation of this law will subject the vessel to delay and the master to a heavy penalty.

The **Panamá Railroad** runs from Colón to Panamá City (51 miles).

The old Panamá Railroad followed the valley of the Chagres River from Gatun to Gamboa, but this part is now submerged in Gatun Lake, the Canal following the route of the old railway very closely. From Gamboa it crossed the Divide through the present site of Culebra, thence through Paraiso and the bed of what is now Miraflores Lake to Panamá. It was not found possible to utilize much of the old road when the Canal was made, and it was mostly relaid to run roughly parallel with the Canal to the eastward.

There are four train services across the Isthmus and between local points daily. The railroad is owned by the U.S. Government. There are stations at Mount Hope, Gatun, Quebrancha, Monte Lirio, Bohio, Frijoles, Darien, Gamboa, Summit, Pedro Miguel, Corozal, Balboa Heights, and Panamá City. The crossing of the Isthmus by train takes one and a half hours, or approximately one-quarter of the time taken by steamers.

There is no longer a Trans-Isthmian Air Service.

The informative "Annual Report of the Governor of the Panamá Canal" is published by the U.S. Government Printing Office, Washington 25.

PARAGUAY

Air Services:—Panair do Brazil (Pan American Airways) has a weekly shuttle service between Buenos Aires and Asunción. The same route is flown by the Brazilian Correio Aereo Nacional (CAN). The American company has now a service connecting Asunción, Corumba, Santa Cruz, La Paz, and Lima. The service between Asunción and Buenos Aires is flown by the Argentine National Air Lines, once a week without stop, twice a week with stops at Formosa, Corrientes and Parana.

Internal services are flown by the Línea Aerea de Transporte Nacional (LATN.)

This Company flies five weekly round trips from Asunción which covers the country effectively. The Eastern Route ends at Arroyos y Esteros (910 kiloms); the North-Eastern Route reaches Bella Vista (1,105 kiloms); the North-Western Route goes as far as Mariscal Estigarribia (1,460 kiloms); and the South-Eastern Route as far as Santiago (900 kiloms). The Northern Route, to Bahia Negra (3,980 kiloms), has been temporarily suspended.

Asunción, the capital, on the east bank of the Paraguay River, near to the confluence with the Pilcomayo, is reached by steamer *via* the Paraná River, by train (935 miles, 52 hours) from Buenos Aires, or by air from Rio de Janeiro or Buenos Aires. Merchandise for the capital is transhipped into river steamers either at Montevideo or Buenos Aires.

The urban population of 150,000 represents about one-ninth of that of the whole country, and the district population is given as 350,000. Settlement began at this point in 1537 with the foundation of a fort upon the Day of Assumption. The hills behind the city overlook the river and the broad rectangular streets of the modern town. Higher buildings have been erected, but the dwelling-houses are in large part single-storied and built in Spanish-Moorish style with patios and fountains. The red tiles and the abundance of orange blossoms and roses give a picturesque touch to a sunny and pleasant city. The Botanical Park is exceptionally beautiful; other pleasant places of rest are the Caballero Park, the Plaza Uruguaya, the Plaza del Congreso, Plaza de los Heroes, Plaza Italia, Parque Carlos Antonio Lopez, and Parque Gaspar Rodriguez de Francia. Asunción has a modern airport.

The public buildings of chief note are the National Palace, National College, Municipal Theatre, Museum of Arts, the Congress House, the Cathedral, and the Encarnación Church. The Panteon Nacional, opened in 1937, has the remains of Mariscal Lopez and other national heroes, including the "Unknown Soldier."

Recent road improvements have helped transport, and there are

motor-bus services to most towns and villages. The Estigarribia Highway from Asunción to Villarrica is open. It is to be extended eastwards from Coronel Oviedo through Caaguazu to link with Brazil at Iguazu Falls. Another road runs east to San Lorenzo, Ita, Paraguari, Quiindy, and Villa Florida, in Misiones, linking with another from San Juan Bautista to Pilar. It is to be continued to Encarnación, on the Alto-Parana River. Branches from the highways run to many towns. There is, for example, a road (5 miles) to Ita Enramada on the Paraguay River. There is a ferry across the river to the Argentine port of Pilcomayo, so that it is now possible to go to Buenos Aires by road. The General Direction of Tourisme and the Touring Club Paraguayo are interested in motor travel and information about the roads is obtainable from those sources.

Rail:—Paraguay Central Railway to Buenos Aires (938 miles, 52 hours), Villarrica, and Encarnación. This weekly International Train is ferried across the Paraná between Zarate and Ibcuy, and across the Alto Paraná River between Posadas and Encarnación.

Leave Buenos Aires (Lacroze)	..	Thursdays, 13.00 hours.
Arrive Asunción	.. ..	Saturdays, 20.30 hours.
Leave Asunción	.. ..	Sundays, 6.15 hours.
Arrive Buenos Aires	.. ..	Tuesdays, 10.20 hours.

Fares—

1st class	.. ..	G.66.20 single.	G.110.75 return.
2nd class	.. ..	G.44.65 single.	G.78.80 return.
Sleeping berth	.. ..	G.13.35 each way.	

Adding the cost of meals, the fares work out very much the same as by boat. Travellers who want to use both services are advised to go to Asunción by train and return by steamer.

River Steamers:—Twice weekly to Buenos Aires (2½ days). Upper Paraguay Line: Twice weekly to Concepción and as far as Guarany, bi-weekly to Corumbá. Upper Paraná Line: Vessels leave Corrientes for Posadas twice a week in connection with the Buenos Aires Services. From Posadas there is a weekly service to the Iguazú Falls.

Addresses:—British Legation, Avenida Colombia; Consulate, Chile 365. U.S. Embassy and Consulate: Calle España, Corner S. Miguel; Bank of London and South America; Royal Mail Lines, P. Eligio Ayala 32.

Cables:—Western Telegraph Company's Agent: Alberto Grillon e Hijos. Pte. Ayala y Mexico, 199.

Hotels:—Gran Hotel; Colonial City; Asunción Palace; Argentina; Bristol; Parque; Rasmussen.

Excursions:—San Bernardino (Hotel del Lago), on Lake Ypacarai a little to the eastward, is on the Encarnación-Asunción railway line and is served also by a good road. The lake is 15 miles by 3 miles and its shores abound in tropical trees and plants. It is a place of residence for Asunción families, and it attracts visitors from Argentina and Uruguay. There are two comfortable hotels. The small rivers in the Chaco attract many visitors; also Caacupé, with a sanctuary of the Virgin Mary, waterfall, and modern hotel; ruins of temples and of Jesuit buildings are seen in many towns in the country. The church of San Roque, at Yaguaron, 20 miles from Asunción, is the most notable.

Sports:—Football was introduced some forty years ago, and has become remarkably popular. Almost every town and village in the country has one or more clubs. At the capital the League comprises some thirty clubs, some with seating accommodation for 8,000 to 15,000 people. International matches with teams from Uruguay and Argentina take place annually.

Tennis and horse-racing are popular. There are two rowing and swimming clubs of some 2,000 members, and a motor-boat club with 150 members. Golf and polo are played in the Botanical Garden, and there is a Paraguayan Aviation Club. There are two boxing rings. Fishing and hunting are popular, also basket ball. There is a Casino.

Caacupé, in the Cordillera, is 1½ hours by motor car from Asunción. It is a rapidly extending pleasure resort sprinkled with modern villas. The sights include the Virgin Miracle Church and a waterfall.

Hotel:—Victoria.

Concepción, the capital of Department of Concepción, standing on the east bank of the Paraguay River, is reached by steamer from Asunción (130 miles) in one day, or by steamer from Corumbá. The population is about 60,000. It is the centre of the cattle industry and the principal products are hides, yerba maté, and tobacco; timber and quebracho are dealt in and a considerable business is done with Brazil. The main industries are cotton ginning, flour and saw mills. The railway to Horqueta (33 miles) is being pushed on to Ponta Pora, there to join with a railway being built from Campo Grande. Completion of the scheme will give Paraguay a rail outlet at Santos.

Hotels :—Central ; Frances.

Encarnación, capital of the Department of Encarnación, is on the Alto Paraná River, 230 miles from Asunción and 136 from Villarrica. It is the terminus of the Paraguay Central Railway. Population, about 20,000. The centre of a rich agricultural and grazing district, it produces maté, tobacco, cotton, hides, and timber. A ferry connects the town with Posadas, on the Argentine North-East Railroad, whence there is good communication with Buenos Aires. It is from Posadas, across the river, that the upstream steamer is taken for the Iguazú Falls.

Hotels :—Gran Hotel Internacional ; Suizo ; Central.

Paraguari, the capital of its Department, is 45 miles by rail from Asunción. The population is 8,000. Tobacco, cotton, and cattle are the local products. There are potteries, tanneries and distilleries in the town. Yaguaron, 14 kilom. away, has a remarkable old Jesuit church.

Hotels :—España, Paraguari.

Pilar, a port on the Paraguay River, opposite the mouth of the Bermejo, has a population of about 10,000 and stands in a district which now produces hides, timber, cotton, and oranges. Cotton ginning and manufacture is carried on in the town, and there are distilleries and sawmills. It is 190 miles from Asunción. A road is being built to San Ignacio *via* Juan Bautista de Neembucu.

Hotels :—Paris, Del Puerto.

San Bernardino, an hour by motor-car or coach from Asunción, is the chief Paraguayan pleasure resort and the most agreeable town in the Republic. The Ypacaray Lake is of remarkable beauty; there are two noble avenidas and many fine residences belonging to Asunción and Argentine families. Areguá, on the opposite side, is also a pleasure resort.

Hotels :—Lago ; Playa.

Villarrica, in the Department of Villarrica, is the second city of the Republic. It is on the main line of the Central Paraguayan Railway, 90 miles from Asunción and 136 miles from Encarnación. Population, about 50,000. The main products are yerba maté, tobacco, cotton, sugar, wine, and hides. There are sawmills, flour mills, sugar refineries and distilleries. The town is famous for its mild climate and the beauty of its countryside, and is the centre of several prosperous colonies. A road has been built to Asunción.

Hotels :—Español Central ; Internacional.

PHYSICAL FEATURES.

Several derivations have been suggested for the name **Paraguay**. It is, according to one, a modified form of Payaguá, a Guarani name for a warlike tribe inhabiting the country before the Conquest. Another account ascribes the name to a native chief, one Paraguá. A third would make the original Guarani name Pararaguay, meaning a place with a great river, noisy like the sea.

One of the two inland countries of South America, Paraguay borders upon Argentina, Brazil, and Bolivia. The total area is 254,220 square miles, divided into two by the Paraguay River, 99,892 square miles lying to the west, or Chaco side. The portion between the Paraguay and Paraná Rivers, consisting of about 61,600 square miles, is the most populous.

The country is divided into two fairly well-defined zones; the eastern half, for the most part rolling and hilly, is practically one immense forest; the western half consists of grassy plains with occasional forest-covered hills drained by numerous streams flowing into the River Paraguay. The streams are heavily wooded. The soil in the forest clearings, in which all agriculture is carried on, is amazingly fertile, whilst the plains are eminently adapted to stock-breeding and fattening.

Hills :—The hilly chain of the Sierra Amambay runs through Paraguay from north to south, and, separating to east and west under the name of Sierra Mbaracayú, divides the tributaries of the Paraná River from those of the Paraguay.

The most important lakes are Ypoa and Ypacaray. The former covers an area of over 100 square miles, and both are navigable by small craft. Lake Ypacaray, near Asunción, is a pleasure resort.

The Chaco Boreal of some 100,000 square miles in the fork of the Pilcomayo-Paraguay Rivers, has led to war with Bolivia. In January 1929 a Protocol of Conciliation was accepted by Paraguay and Bolivia, and a judicial body, chosen by the Pan-American Union, took the boundary question in hand. War broke out in 1932. In June, 1935, hostilities ceased and the Peace Conference in Buenos Aires liquidated the war. The Paraguayan army reached the foot of the Andes. Peace was signed in July, 1938, and the new boundaries fixed.

Climate :—Paraguay, lying about two-thirds within the temperate zone and one-third in the tropics, has sub-tropical weather. Hardly more than three months (December, January, February) can be termed hot, although March and November are sometimes as warm as midsummer. The rest of the year is cool or cold, and at times frosts occur. Summer lasts from October to March, and winter from April to September. The mean temperature at Asunción varies between 71° and 73° F. The maximum has reached 105° F., but in many years does not exceed 98° F. About forty days are cold, 100 days hot, and the remaining 225 may be considered agreeable. The heaviest rains occur in December and March, but more or less rain may be expected every month. The cool season is the dry season. The average year at Asunción has 79 rainy, 72 cloudy, and 214 clear days.

The **population** was officially estimated in 1948 at 1,270,000, including about 45,800 in the Chaco. Of these, 10,000 are Indians. The people are bi-lingual. Spanish is the official language, but

Guarani is spoken "as a survival and by tradition." About 75 per cent. are literate. Some 75 per cent. are engaged in agricultural and pastoral pursuits.

Indians of the Chaco:—According to the South American Missionary Society the Indian peoples of the Paraguayan Chaco are principally the Chunupi and the Lengua, inhabiting respectively the west and the east. The Chunupi are of the same kin as the Motacos, whose habitat is the Argentine Chaco, and who claim descent from the Andean peoples. The two tribes are estimated to number 20,000 to 25,000. The Chorote, another tribe belonging to the Mataco group, numbering about 2,000, make their home on the Pilcomayo, near the Bolivian frontier. The Enimaga Indians of the central Paraguayan Chaco, number about 1,000. A few villages of the (Argentine) Toba Indians are to be found east of the Pilcomayo, and others beyond the Bolivian boundary. The Chamacos are a big tribe in the north, near Bahía Negra, on the river.

GOVERNMENT.

A new constitution was promulgated on July 10th, 1940. The executive power rests in the President, elected for five years, who appoints a Cabinet. The legislative body is the House of Representatives. The Council of State is advisory; its consent must be obtained in some matters. It is formed by the Ministers of the Cabinet and composed of the Archbishop, the Rector of the University, 1 representative of commerce, 2 of agriculture, 1 of industry, 2 of the Army and Navy, and the President of the National Bank.

There has been a Chamber of Representatives since April, 1948. It has 1 member for every 25,000 inhabitants. Elections are held every five years. The Supreme Court consists of 3 members, appointed with the consent of the Council of State.

The established **religion** is Roman Catholicism, but universal toleration is the rule. Paraguay has its own Archbishop, with Bishops of Asunción, Concepción, the Chaco, and of Villarrica. The civil ceremony alone renders marriage valid, but religious ceremonies are permitted.

There are a Supreme Court, two Courts of Appeal (civil and commercial and criminal), ten judges of first instance, and three metropolitan police magistrates. In the provinces justice is administered by justices of the peace, who also act as registrars, except in Villarrica, Encarnación, Concepción and Pilar, which have judges of first instance, civil, commercial, and criminal.

PRESIDENT.

Dr. Federico Chaves.

CABINET.

Foreign Affairs	Dr. Bernardo Ocampos
Interior	Rigoberto Caballero
Finance	Dr. Ramón Méndez Paiva
Justice and Labour	Dr. Guillermo Enciso
Economy	Dr. Fabio da Silva
Education	Dr. Víctor Boettner
Public Health, Social Security ..	Dr. Hugo Peña
Public Works, Communications ..	Dr. Evaristo Méndez Paiva

NATURAL RESOURCES.

Much of the country is admirably suited to pastoral purposes, while other parts yield such forest products as quebracho, maté, and various timbers, which can be produced without cultivation, Agriculture is confined to the forest clearings of the eastern zone,

where the soil is remarkably fertile. The "tierra colorada," as the best soil is called, is a decomposed sandstone. Stock-breeding is carried on upon the plains. Livestock, timber, tannin, essence of petitgrain, tobacco, cotton and yerba maté are the principal products. Paraguay is normally self-supporting save for wheat, of which 4,500 tons only is produced to meet a consumption of 45,000 metric tons.

The inadequacy of available labour and the primitive character of communications render scientific agriculture difficult. Tractors, modern ploughs, and agricultural implements in general are being introduced upon a new and large scale. Two botanical schools have been provided by the Government.

Yerba-maté :—The gathering, preparation, and transport of the product, has been one of the most lucrative industries in the country. Nearly all the maté is gathered from wild trees covering 1,474,600 acres ; only 28,636 acres have cultivated trees. The industry is carried on by a few large companies ; the most important are La Industrial Paraguaya and Compañia Maté Larangeira. There are 7 mills.

Some 16,657 metric tons are produced. The exports, which are mainly to Argentina, were 4,203 m. tons, value G1,887,000, in 1947, and 4,472 m. tons, value G2,190,000 in 1948.

Sugar :—About 14,000 hectares of cane are planted, and some of it is used to make rum and alcohol for the local markets. There are ten mills. The largest is the Azucarera Paraguaya, with a capacity of 3,000 tons of unrefined sugar. Local consumption is about 17,400 m. tons. Production was 12,199 m. tons in 1948, and 17,000 m. tons in 1949.

Tobacco :—The leaf was exported to Holland, Belgium, Switzerland, Germany, and Argentina. Cuban seed has been used without marked success. The four chief grades marketed are "Buena," "Regular," "Media," and an inferior "Pito." The crop is about 12,500 m. tons. Exports, 1947—3,371 m. tons, value G3,348,000 ; 1948—2,406 m. tons, value G2,175,000.

Cotton plants of the American Uplands type mature early and yield heavily. The crop comes round at a time of year when the best United States growths are generally scarce. Some 51,000 hectares are actually planted to cotton, but the potential is huge. The pests include locusts, certain ants, and the pink boll-worm. Production in 1949, was 10,710 m. tons. Exports, ginned, year ending July 31, 1948—28,000 bales, all shipped to Argentina and Uruguay. Cotton-seed oil is produced.

There are 2 mills engaged in weaving cotton, and 2 engaged in spinning. The mills consume about 5,400 bales.

Rice-growing has been developed with the aid of foreign enterprise and by the use of motor ploughs. Production was about 12,500 m. tons, in 1948-49. Domestic consumption is 12,000 m. tons. Efforts are being made to produce wheat (11,000 metric tons) upon a commercial scale, and, with the aid of the Banco Agrícola, maize growing almost meets national requirements. Soya growing is increasing rapidly.

Vegetable Oils :—The vegetable oil industry elaborates and exports coconut oil, castor oil, and tung oil. Of the annual production of about 4,000 m. tons, coconut oil accounts for some 2,700 m. tons. Exports, 1948—3,917 m. tons, value G2,790,000. There are 28 processing plants, 3 large and modern.

Petit grain, an essential oil distilled from the leaves of bitter orange, and used as the basis of perfumes and flavourings, is produced in the orange-growing district of Yaguaron. Paraguay supplies about 70 per cent. of the world's demand. Exports, 1947—154,161 kilos ; 1948—188,404 kilos.

Altogether, in 1948, Paraguay exported 196 m. tons of essential oil, value G2,386,000.

Oranges :—Citrus fruits thrive in Paraguay, but growers have been discouraged by the protective and sanitary measures imposed by Argentina, the largest market. Orange exports have fallen from 260 millions in 1926 to almost nothing.

Grape-fruit is being planted on an increasing scale. Paraguayan grape-fruit is the best flavoured on the London market, where it arrives out of season and commands a ready sale. Between 30 and 40,000 trees will be bearing fruit soon. Recent exports have been about 350,000 a year.

Bananas and pineapples are exported now and again. Mango production is increasing.

Viticulture is making progress, especially amongst the German immigrants of Colonia Independencia in the Villarrica district. The average harvest produces about 700,000 litres of wine. The culture is to be extended to the Chaco, where an experimental station has been installed at Puerto Casado.

Timber :—Timber of the finest quality is available and in practically unlimited quantities. Thousands of miles of forests remain untouched. Many rare and valuable woods are still largely unknown in foreign markets, since lumbermen obtain larger profits by cutting the kinds used for sleepers on the Argentine railways. Lapacho, curupay, and cedar are among the more abundant woods. Export, mainly to Argentina and Uruguay, is predominantly in the form of rough logs, and as beams, girders, or sleepers. The Mennonite colonists export palo santo and guayaco resin to the United States. Exports of timber is in the form of logs (*rollizos*), beams (*vigas*), sawn woods, sleepers, and firewood. Total, 1947—158,315 m. tons, value G11,287,000 ; 1948—178,895 m. tons, value G17,192,000.

In the Chaco Territory almost the only timber cut is **quebracho**, and the forests are being rapidly depleted of the larger trees, which are taken in thousands to the tannin factories to be broken up. The export of logs has fallen away.

Export of quebracho extract, 1947—23,121 m. tons, value G8,667,000 ; 1948—28,502 m. tons, value G15,883,000.

The lumbering industry offers a good field for enterprise. Prime timber land, in blocks of 10 to 50 square leagues or more, can be purchased cheaply. The forests near the railway or the semi-navigable streams, down which rafts can be floated, are being depleted of the finest trees, compelling lumbermen to go farther afield.

There are several sawmills along the Paraguay Central Railway; at Concepción, Encarnación, Pilar; and three or four at Asunción, where the smaller logs are cut into boards and scantlings for shipment to Argentina.

Cattle and Meat Packing:—Stock-breeding has always been one of the staple industries.

The number of cattle in the country was estimated at 3,258,739 in 1945, but this total excludes an uncertain number of wild cattle roaming the Chaco. Herds are found in all parts of the country, but it is in Misiones, the area north of Concepción, and in the Chaco that the greater part exist. Pedigree Durham, Hereford, and Polled Angus bulls have been introduced for the improvement of the native stock. Slaughter by the meat canning plants was only 45,000 in 1947.

Cattle are utilized to make meat extract (commercially the most valuable of Paraguayan cattle products), tallow, jerked beef, industrial bones, and dried blood. Canning is carried on by 3 large plants. In 1947 the meat packing plants produced 34,446 kilos of salted, and 961,560 kilos of dry cattle hides.

Export of cattle hides, 1947—8,264 m. tons, value G10,864,000; 1948—11,082 m. tons, value G13,074,000. Meat products exported, 1947—12,159 m. tons, value G9,331,000; 1948—18,247 m. tons, value G14,640,000.

In 1945 it was estimated that there were in the country 255,000 sheep, 29,845 goats, 357,000 hogs, 306,000 horses, 10,200 asses, and 15,300 mules.

Mineral Wealth:—There are large and workable deposits of rich iron ores in many parts of the country. Several mines exist which were worked in the time of López, whose foundries and shops turned out cannon, cart axles and tyres, beams and plates. As far as it is known, the richest deposits of magnetic iron, hydric oxides and brown hematite are in the neighbourhood of Ibicui, Quiquyo, Caapúcú and the surrounding district, but iron exists practically all over the country. Pyrites and peroxide of manganese abound. Copper is known to exist in many parts.

Limestone, marble, granite, porphyry, serpentine, and kaolin are found in many places. Only the limestone is worked to any extent (for the manufacture of cement). Large beds of excellent lithographic stone were discovered a few years ago. Salt is obtained at Lambaré.

FOREIGN TRADE.

					IMPORTS.	EXPORTS.
					Guaranies.	Guaranies.
1946	..	..	..	..	66,387,451	82,678,601
1947	..	..	..	..	68,086,794	65,703,073
1948	..	..	..	..	75,237,770	87,097,995
1949	First 6 months..			..	25,279,951	51,785,307
1948	"	"	"	..	29,868,251	39,267,778

In 1948, 33 per cent. of the exports went to, and 34.5 per cent. of the imports came from, Argentina.

Buenos Aires and Rosario (Argentina), and Santos (Brazil) have now been made free ports for Paraguayan trade.

Foreign Capital :—British investment quoted in the London Stock Exchange in 1948 was £3,324,170. Average interest, 0.4 per cent. No interest paid on £2,809,280. American direct investments are \$5,037,000. Argentine investment is about U.S. \$60,000,000.

Industries :—The few industries produce for local consumption only, with the exception of the canning factories, quebracho extracting plants and saw mills. The principal national factories produce cheap quality textiles from home-grown cotton which is now ginned, spun and woven in the country. Spindles number 3,936 and looms 126. There is one small rayon weaving mill making 360,000 metres a year.

A timber firm has been granted a concession for the manufacture of three-ply wood. The National Arsenals are making land ploughs for the Banco Agrícola. Flour, cigars and cigarettes, beer and ice, mineral waters, soap, candles, bricks, shoes, furniture and matches are all produced locally. There is a small shipbuilding industry. There are some sugar, yerba, and coconut mills. Production of caña, the popular drink, is controlled by the Government. Refined and de-natured alcohol are produced. Hats are made and exported. A cement plant has been installed.

CURRENCY.

Currency :—A monetary law, effective from November 7th, 1943, established the Guarani (plural Guaranies), as the currency unit. It is divided into 100 Centimos. The Guarani is symbolised by the letter G (crossed).

There are no gold or silver coins current, but there are nickel, bronze and aluminium coins of $\frac{1}{2}$, 1, 2, 5, 10, 25 and 50 centimes. Currency is issued in bills of the following denominations :— G 0.05, 0.10, 0.50, 1, 5, 10, 50, 100, 500 and 1000.

Exchange Control : Exports are classified into two classes, and imports into four, each with its own rate of exchange. The free-market rate was 320 Guaranies per U.S. \$100 in November, 1949.

WEIGHTS AND MEASURES.

The metric system has been officially adopted, but the following are used locally :—

1 Arroba	..	..	..	..	= 25.35 lbs.
1 Quintal	..	..	..	..	= 101.4 lbs.
1 Vara	..	..	..	..	= 0.866 metre or 2.843 feet.
1 Cuadra	..	..	..	..	= 100 Varas = 86.60 metres.
1 Legua	..	..	..	..	= 5,000 Varas or 269.2 miles.
1 Almud	..	..	..	..	= 5.28 gallons (dry measure).
1 Fanega	..	..	..	..	= 7.9 bushels.
1 Vara Cubica	..	..	..	..	= 34 inches × 10 inches × 10 inches (timber measure).

PUBLIC HOLIDAYS.

January 1 : New Year's Day.
February 3 : San Blas.
March 1 : National Defence Day.
Thursday and Good Friday.
May 1 : Labour Day.
May 14, 15 : Independence Days.
June 12 : Peace Day.

August 15 : Founding of the City (1536)
September 29 : Victory Day.
October 12 : Columbus Day.
November 1 : Saints' Day.
December 8 : Immaculate Conception.
December 25 : Christmas Day.

POST AND TELEGRAPH.

Paraguay is in the Postal Union. Postage 3d. first ounce, 1½d. each ounce after for letters from the United Kingdom. Air Mail rates from U.K. : see page 30. Outward and Homeward mails are dispatched with the mails to and from Argentina and Brazil. An automatic telephone service links the capital with Villarrica, Encarnación and Buenos Aires.

There are **wireless** installations at Asunción, Concepción, and Encarnación. There is a radio-telegraphic service between Asunción and Buenos Aires and direct service between Asunción and Montevideo and Rio de Janeiro. There are also several internal radio-telegraph services. International long distance telephone calls are all routed through Buenos Aires.

Broadcasting is in the hands of the Government and of private companies.

PRESS.

Asunción :—"El Pais," "La Tribuna," "El Paraguayo," "Informaciones," "Gaceta Oficial." At **Concepción** :—"El Correo del Norte."

TRANSPORT IN PARAGUAY.

Paraguay has but 300 miles of public railways, 455 miles of private industrial rail lines, 1,200 miles of very good roads, and 3,000 miles of all weather roads. Contact with the neighbouring republics is by river, railway, or air. The growing importance of the air routes is explained by the following facts :—It takes 76 hours by water from Buenos Aires to Asunción, 56 hours by railway, but only 4 hours by air. There is no railway or road from Asunción to La Paz, Bolivia. Travel is by river or rail to Buenos Aires, and then by rail (78 hours) to La Paz. By this route the distance between the two capitals is more than 3,000 miles. The air route is only 1,428 miles. Surface travel between Rio de Janeiro and Asunción is either by sea and up the river, or by rail to Puerto Esperanza, then by steamer down the Rio Paraguay—a lengthy business. The air route takes 6 hours.

RAIL ROUTES IN PARAGUAY.

The Paraguayan Central, with 274 miles of standard gauge line, had its beginning in 1854, and is thus one of the oldest South American railways. The connection with Buenos Aires is shown below :—

INTERNATIONAL SERVICE.

Asunción—Buenos Aires (1,524 kiloms.).

A once weekly service is maintained from Asunción to Buenos Aires (Sundays) arriving Tuesday. The route is as follows :—

PARAGUAYAN CENTRAL RY.

Asunción.

Encarnación (and train ferry).

N.E. ARGENTINE.

Posadas—Concordia.

ENTRE RIOS.

San Salvador—Enrique Carbó.

CENTRAL B.A.

Zarate—Buenos Aires (F. Lacroze).

Minor Railways :—The Ferrocarril del Norte has 35 miles of metre gauge from Concepción to Horqueta. The other railways of the country are forest lines of metre gauge or narrower. They are operated by companies trading in forest produce and include :—

Puerto Pinasco (59 miles).

Puerto Ibañobó (20 miles).

Puerto Casado (223 miles).

Puerto Sastre (56 miles).

Puerto Guaraní (57 miles).

Tebicuary (25 miles).

LEGATION & CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London ..	En. Ex. & Min. Plen. ..	Sr. Dr. Don Augusto Saldívar.
(51B Cornwall ..	Chargé d'Affaires a.i. ..	Dr. Luis M. Ramirez Boettner.
Gardens, S.W.7).	Consul General	Silvio Ramirez.
Birmingham ..	Consul	Walter Birch.
Cardiff ..	Consul	Alfred John Bovey.
Glasgow ..	Consul	Sir Thomas Dunlop.
Liverpool ..	Vice-Consul	P. L. Barber.
Southampton ..	Consul	Col. Joseph Edward Dawe.

BRITISH LEGATION IN PARAGUAY.

(M) means that the Consular Officer holds a marriage warrant.

RESIDENCE.	RANK.	NAME.
Asunción ..	Envoy Ex. and Minister Plen. and Consul-General (M).	Ian Leslie Henderson
	2nd Secy. & Vice-Consul	E. C. Gamble, M.B.E.
	2nd Secy., Comm	K. A. Murdoch.

The United States are represented by an Embassy and Consulate at Asunción.

Guidance for Commercial Travellers.

A licence valid for the whole of Paraguay is obtainable on payment of a single fee. Applicants for licences may be required to produce a certificate attesting that they are commercial travellers. Samples are allowed entry duty free subject to a deposit to the amount of import duties or of security for payment. The period allowed for re-export is not less than six months. See Treaty Series No. 39, 1930. From May to October is the best season. Travellers should call at the Legation and Consulate at Asunción for advice (Telephone No. 7575).

Nearly all business from the exterior is transacted in Asunción and travellers will, therefore, not usually find it worth while to visit other parts of the country. Encarnación and Villarrica are on the railway line from Buenos Aires, and Pilar and Concepción may be reached by river steamer from Asunción.

Business hours in the Capital are from 7 to 11 a.m., and 2.30 to 6 p.m. Banks are open from 7.30 to 11.30 a.m. in winter; 7.00 to 10.00 a.m. in summer, and 7.30 to 10.30 a.m. on Saturdays.

Information for Visitors.

The entry requirements are (1) a passport, duly visaed by a Paraguayan Consul; (2) a health certificate; (3) a good conduct certificate; (4) a certificate of profession, all legalised by a Paraguayan Consul.

Argentine currency should be carried on the boat or train, and may be exchanged into Paraguayan paper at a rate of \$1 Argentine to Go.77 Paraguayan. Motor cars can be hired at G5.50 per hour, but an arrangement should be arrived at before hiring. No tips are given.

Visitors from abroad should report to the police on arrival. This will avoid all unpleasant consequences during their stay. A police permit to leave should be applied for a day or two in advance.

The standard of comfort at the hotels is improving. A tip of about G1 to the waiter and chambermaid (the "mozo" and "mucama") per week will do. A good dinner for two, with wine, costs from G7.50 to G10. The local beer is good. Mineral water should be drunk instead of ordinary water.

Clothing of medium weight should be worn during May, June and July. Heavier clothes, with woollen underwear and an overcoat, are needed in August and September. During the summer months, November to March, only the very lightest white clothes are worn, say Palm Beach or drill, with a Panama or straw hat.

Health:—The death-rate in 1940 was given at 18 per thousand, the birth-rate being 46. Infant mortality is high. Tuberculosis creates the greatest ravages, while minor epidemics of malaria, typhoid, dysentery, and occasionally small pox occur. Hookworm is the most common disease in the country, while there is also a considerable amount of venereal disease, goitre and leprosy. At Asunción the sanitary arrangements are getting better. Visitors should certainly be inoculated against typhoid, para-typhoid and small-pox, and take extreme care over such things as salad and drinking water.

Cost of Living:—The general index, (1938 = 100), was 241 for June, 1946, and 633 for November, 1949.

RIVER ROUTES.

Paraguay is enclosed in the centre of the South American Continent, from 800 to 1,600 miles up La Plata River and its tributaries. The Paraguay River divides the country into two distinct parts and is navigable for 12-foot draft vessels from its junction with the Paraná, above Corrientes, as far as Concepción, 180 miles north of Asunción, and for smaller vessels for a further distance of 600 miles northward to Corumbá, Brazil. The Paraná River is navigable by large boats as far as Corrientes and by smaller boats up to Puerto Aguirre, at the mouth of the Yguazu River. Boats of a few hundred tons capacity navigate the tributary rivers in Paraguay, the largest of which are the Tebicuary, south of Asunción, the Manduvira, Jejuy, and the Aquidaban rivers, north of Asunción.

The best means of communication in Paraguay is by steamer on the Paraná and Paraguay Rivers. Passengers from Buenos Aires for the ports on the Upper Paraguay change at Asunción. Generally there is a thrice weekly service to Concepción and Puerto Casado, and a bi-weekly service to Corumbá, with stops at nearly all the intermediate points, by Paraguayan and Argentine companies.

Connections are made by vessels on the Paraná River with vessels plying between Asunción and Buenos Aires at Corrientes, which stands at the confluence of the Paraná and Paraguay Rivers. A vessel leaves Corrientes twice weekly for Posadas. A weekly vessel leaves Posadas for Puerto Aguirre, and another for Méndes, stopping at all ports on the Upper Paraná.

Every ten days Lloyd Brasileiro has a mixed passenger and cargo service from Montevideo to Corumbá (Matto Grosso). There is no stop at Buenos Aires but one or two days are spent at Asunción.

PERU

Communications:—The most direct route to Peru from the United Kingdom is by the steamers of the Pacific Steam Navigation Company sailing from Liverpool. Another route is *via* New York, where trans-Atlantic steamers connect with American vessels. The direct route takes from 20 to 28 days and the latter from 19 to 25 days.

Air Services:—For international routes from outside Latin-America by Pan-American Airways, and Braniff International Airways.

The Línea Aérea Nacional (LAN) flies between Lima and Havana (Cuba), besides its internal services between Iquitos and Yurimaguas, Iquitos and San Ramón.

The Faucett Aviation Company flies north from Lima to Talara; south from Lima to Arequipa and Tacna; with calls on the way. They also serve Trujillo, Cajamarca, and Pacasmayo.

Transportes Aereas Militares (TAM), an arm of the Peruvian Air Force, flies from Iquitos up the Ucayali River to Pucallpa, and from Iquitos to Yurimaguas on the Huallaga River, where connection is made with Faucett planes to Chiclayo.

The Cia Aerovias Nacionales del Sur, S.A. (ANDES), flies routes between Lima and Pucallpa, and between Lima and Iquitos and Caracas (Venezuela).

Other air lines developing flights within the montaña are Transportes Aéreos Peruanos (TAPSA), and the Cia Aéreo Mercantil (CAMPSA). TAPSA also flies a daily service from Lima to Pisco, Ica, and southern coastal points.

Note:—Hotel rates and taxi and railway fares are constantly changing and references to them are apt to be misleading.

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Callao, the chief port and the main approach to the capital, is 8 miles from Lima, to which it is connected by train, road, and electric tram. Motor-cars make the journey in 20 minutes. The new maritime terminal, or inner harbour, covers an area of 250 acres, and the largest steamers go alongside. The town is a busy one, with a population of 84,438. The island of San Lorenzo, a submarine and naval station, protects the roadstead to the south, and in the opposite direction stretches the green Rimac Valley. The distant towers of Lima's churches and hills are visible as the vessel steams into the harbour.

A commercial town, inhabited mainly by working people, with no architectural beauty, Callao is not without history. It was raided by Drake and others in the sixteenth century and in 1746 was completely wiped out by an earthquake. Under the guns of Callao, on the night of 5th November, 1820, Lord Cochrane boarded and captured, after a bloody fight in which he was wounded, the Spanish frigate "Esmeralda." The "Real Felipe" fortress, finished in 1783, is now occupied by Air Force mechanics. Great destruction was caused by earthquake in May, 1940.

Now that vessels go alongside the wharves, passengers might spend more time ashore, but it is expected of them to be on board half an hour or so before the vessel's departure. "The Club," Callao (founded in 1867), the oldest English Club on the West Coast, is at Pasaje Ronald, Constitución Street.

Leading Restaurants:—The Salon Blanco, in the Pasaje Rías; El Chalaquito, Calle Constitucion; Grill Callao, adjoining the parish church in the Plaza San Martin; the restaurant España in Gálvez Street, leading out from the Plaza San Martin; and the first-class Chinese restaurant, "Canton," in Saenz Peña. There are a number of reliable bars in the Pasaje Rios and Calle Constitucion.

Fares to and from Lima:—Taxi (price must be arranged with the chauffeur), about 7 soles for two, and 10 for more than two. Tram cars (every five minutes); return fare 55 centavos, single fare 40 centavos. Omnibus: single fare 30 centavos. Tram fares are doubled after midnight.

Steamers:—Besides ocean sailings to all parts there are local steamers north and south every week. P.S.N.C. fortnightly service north and south. Grace Line has a weekly service between New York, Callao and Valparaiso. The Cia. Real Holandesa de Vapores maintains a fortnightly service between Cristóbal and Valparaiso. Local coastwise services by the C. P. V. and the Compania Sud-Americana de Vapores.

Addresses:—British Vice-Consulate, and U.S.A. Consulate, Daniel Nieto 186.

Cables:—All America Cables & Radio, Inc., Pasaje Ronald y Constitucion 258. The West Coast of America Telegraph Co., Ltd. (British), Calle Daniel Nieto 199.

Lima, capital of Peru, and at one period the capital of Spanish South America, owes its creation to Pizarro. "Amidst the woe and destruction which Pizarro and his followers brought on the devoted land of the Incas," wrote Prescott, "Lima, the beautiful City of the Kings, survives as the most glorious work of his creation, the fairest gem on the shores of the Pacific." The wide and fertile plain on which Lima stands slopes gently to the sea. The Andes, whose higher ranges are within fifty miles, send their foothills to the gates of the city. The hills keep off the colder winds, and the ocean breezes temper the sun. Rain rarely falls. The old town was built in the shape of a triangle, and the streets run straight and intersect at right angles. Well-kept squares or plazas vary the plan. Spanish-style balconies still give an old-world charm which is affirmed by the convents and churches. The streets are full of life, and many

of the new buildings are fine. The old Spanish buildings contrast with modern ferro-concrete structures built to resist earthquakes. The city population is 628,821. The temperature averages about 66° Fahr. Altitude 500 feet; latitude 12° S.; death-rate 21.2 per 1,000. Lima has excellent hotels and good modern conveniences. Boulevards connect it with Miraflores, Barranco, Chorrillos, and Magdalena, suburbs of the city.

Roads:—The Pan-American Highway is open from Lima northwards along the coast to the Ecuadorean frontier, and southwards to Arequipa and Arica. The Lima-Canta-Cerro de Pasco road goes on through Huanuco to Tingo María on the Huallaga and to Pucallpa. Another, the Central Highway, goes through Oroya, Huancayo, Ayacucho, and Cuzco to Puno, where a branch runs to Arequipa. These two roads to Cuzco, one by the Central Andes and the other by Arequipa, makes a grand circuit tour of 2,400 kiloms possible.

Lima Hotels :—

Name.	Address.	Beds.
Gran Hotel Bolívar	Plaza San Martín	350
Hotel Crillon	Ave. Nicolas Pierola	250
Gran Hotel Maury	Bodegones, 387	140
Francia and Inglaterra	Judios, 216	60
Gran Hotel	Melchormalo, 320	90
Hotel Plaza	Sta. Apolonia, 355	100
Hotel Leuro	Miraflores	70

At San Miguel, Magdalena (15 minutes from Lima), Hotel Bertolotto 30

The Hotel Chez Victor, in the Pasaje Encarnación 7b Plaza San Martín, has 20 furnished family flats. Rates are S.70 per day, or S.1,800 per month. No meals supplied.

Visitors also stay at the Country Club, the most comfortable of all, but it is out of town.

Banks:—Bank of London & South America, Calle Coca. The Royal Bank of Canada, Jiron Lampa 597. National City Bank of New York. And Peruvian banks.

Rail:—Central Railway of Peru maintains a combined train and autocar service to Oroya and from Oroya north to Cerro de Pasco and south to Huancayo (with a State Railway extension to Huancavelica). North-Western Railway, Lima to Huacho *via* Ancón, twice daily. Several times daily to Chosica.

Tramways:—Electric, at short intervals to Chorrillos, Miraflores, Barranco, Callao, La Punta, Magdalena and San Miguel, in addition to city tramway services and motor buses.

Points of Interest:—The Plaza de Armas, with the Government Palace, the Cathedral and the Portales, or Arcades, running on two sides; the Palacio Torre-Tagle (used by the Ministry for Foreign Affairs); the National Museum, at the Palacio de la Exposición; the Museum of National Culture; the Acho Bullring (dating from 1765); the Alameda de los Descalzos; the Quinta Presa (formerly the country house of La Perricholi); the Market Place; the University of San Marcos; the Parque Neptune, with the Gallery of Modern Italian Art; the Exhibition Gardens; the Parque de la Reserva; the Legislative Palace; the Hippodrome; the Lima Country Club; and the Paseo Colón, the fashionable promenade. In the Plaza Bolívar stands the ancient Hall of Inquisition, or Senate House (now a museum). It has a magnificently carved mahogany ceiling.

The San Marcos University, founded 1551, is the oldest in South America. There are sixty-seven churches. In the Cathedral, founded by Pizarro in 1535, are his remains in a glass coffin, a wonderful carved pulpit, canons' stalls of costly woods, "La Veronica," attributed to Murillo, and the portraits of the Archbishops. San Pedro, La Merced, San Francisco and San Agustín Churches all contain notable works of art. Santo Domingo dates from 1549, and contains the famous statue of Santa Rosa de Lima, patroness of the city.

The Avenidas Magdalena, Arequipa, Progreso, Colonial, Argentina, General Salaverry, Alfonso Ugarte and the Paseo de la República, laid out in recent years, can compare with the finest elsewhere. Several new roads, 120 feet wide and fringed with trees, form agreeable evening promenades.

There are many fine monuments, and notably the equestrian statue of San Martín in the Plaza of the same name; the Bolívar statue in the Parque de la Inquisición; the Bolognesi Column; and the "Dos de Mayo" monument, with its four figures representing Peru, Bolivia, Chile, and Ecuador, grouped about the base.

During the summer months, January to March, there are bullfights almost every

Sunday and holiday. Famous toreros practise in the Lima ring, and fighting-bulls are of Spanish stock. Cockfights are frequently organized and advertised in the newspapers.

From April to December race meetings are held on Sunday afternoon at the Jockey Club. There is greyhound racing almost every night.

The Lima Golf Club has an 18-hole course. Polo and tennis are also played. The luxurious Country Club, close to the course and overlooking the sea, is open to visitors if introduced by members.

Excursions:—The Lima terminal of the tramways is at the end of what is generally known as La Colmena (Avenue Nicolas de Piérola, to use the official name), facing the Plaza San Martín and with the Hotel Bolívar on the left. This is also a convenient halting place for those who travel by taxi on a sightseeing trip. After descending from the tram or taxi and on turning to the left, the visitor enters the Jirón de la Unión, which is to Lima what Fifth Avenue is to New York. It is the main shopping street, and in the first two blocks there are several shops devoted to souvenirs and curios, which may be had at reasonable prices. The Jirón de la Unión runs in five blocks to the Plaza de Armas, usually the main objective of visitors on their first visit to Lima. Here is the Cathedral, built by Pizarro and containing his shrivelled remains in a glass coffin. Adjoining it is the Archbishop's Palace, with the new Government Palace at right angles. Running along two sides of the Plaza de Armas are old colonial arcades beneath which are a number of shops. From the Plaza de Armas a walk of three blocks leads past the south side of the Cathedral to the Torre Tagle Palace, one of the best surviving specimens of colonial architecture in Lima. It houses the Foreign Office, but visitors are allowed to enter the courtyards and to inspect the fine wooden carving in the balconies. Four noted churches may be visited in the immediate vicinity of the Plaza de Armas. They are the Church of La Merced on the Jirón de la Unión (passed on the walk up the street); it stands where the first mass was said in Lima; the Church of Santo Domingo, with a shrine dedicated to Santa Rosa, the patron saint of Lima; the Church of San Francisco, famous for the old Spanish tilework in the cloisters, which are open to male visitors; and the Church of San Pedro (close to the Torre Tagle Palace) with its rich wood carvings in the choir and sanctuary. A short taxi drive across the river Rimac should be included in order to visit the Monastery of the Barefooted Brethren (Descalzos) and the so-called Palace of La Perricholi, a fine old mansion built by the Viceroy Amat and which housed his mistress, a famous actress of those days who bore the nickname (La Perricholi), by which she is best known to-day. If time permits, a drive to the top of the hill which overhangs Lima (the Cerro San Cristóbal) would be well worth while for the views of the surrounding country and of old Lima laid out as a map beneath the feet.

The new Municipal Building is at the corner opposite the Government Palace.

Short Excursions:—Two short excursions in the immediate neighbourhood of Lima are interesting from a historical and scenic point of view. In these, as in the case of all drives beyond the city limits, the price should be arranged in advance with the chauffeur.

One is to the Incaic ruins at Pachacamac, where Pizarro spent several weeks while his emissaries were searching for a suitable site for the future capital of Peru in the Rimac valley. The ruins encircle the top of a low hill, the crest of which was crowned with the Temple of the Sun. The drive passes through the suburbs of Miraflores, Barranco and Chorrillos. The return drive to Callao should be made along the Avenida Costanera (Coast Avenue), which runs along the top of the cliffs and gives beautiful views over the bay. A second short pleasure excursion is to Chosica (30 miles up the Rimac valley). *En route* a diversion may be made to the old Inca city of Cajamarquilla, which lies in a circle of hills surmounted by ruins of fortresses. An excellent lunch or light refreshments can be had at the Hotel Ferrocarril in Chosica, which is a popular resort in the winter months, the new hotel "La Hosteria," or at Los Angeles, near Chosica.

Restaurants:—The following are the principal restaurants in Lima:—

Chez Victor, in the Plaza San Martín; also at Limatambo Airport.

La Cabaña in the Exposición Gardens (tea and dining rooms; meals a la carte).

Hotel Bolívar (grill and dining rooms; meals a la carte).

Hotel Crillon, Av. Nicolas Pierola (grill and dining rooms; meals a la carte).

Hotel Maury, Calle Bodegones, one block from the Plaza de Armas; (table d'hôte and meals a la carte).

El Trocadero, Calle de Boza; (meals a la carte).

El Patio, Portal de San Agustín y Carmaná; (meals a la carte, terrace restaurant).

Raymondi, Calle Jesús Nazareno, adjoining the Church of La Merced (meals a la carte).

Restaurant Kuong Tong, Calle Capón; (Chinese restaurant with first-class dishes served in the Chinese style, with or without chopsticks).

Restaurant Ton Quin Sen (Calle Capón). First-class Chinese dishes.

Restaurant Men Yut, Calle Capón 716; (Chinese restaurant, specializing in Chop Suey).

Entertainments:—Lima keeps late hours and there is a variety of entertainments until well past midnight. Among the most popular are the following:—Boxing or "all-in" wrestling (Saturday nights) at the National Stadium. Horse racing takes place every Sunday afternoon in the Jockey Club Park between April and February. The Embassy night club, in the Plaza San Martín, is the most luxurious. No dinner is served.

Excursions:—A good deal of Lima and environs can be seen by following this itinerary:—

8.30 a.m.—Leave Callao by taxi or tram car for Lima. Walk to the Plaza de Armas and visit the Cathedral. Engage a motor-car for two hours and visit Torre Tagle Palace, Bull Ring, Paseo Colón, and the Jockey Club. The Inca Museum, in Magdalena Viaje, is well worth a visit.

12.30 p.m.—Lunch at the Cabaña Restaurant in the Parque de la Exposición, and visit the adjacent National Museum.

2.0 p.m.—Motor to Miraflores by the beautiful Avenida Arequipa, visiting the Country Club.

3.45 p.m.—Tea at Hotel Bolívar.

4.30 p.m.—Return to Callao by tramcar or automobile.

This outing should not cost more than thirty shillings per person, provided parties of five or more be organized. Motor-cars can be hired and omnibus services are available.

Steamship passengers who wish to make a specially-conducted tour should tell the purser of their vessel at least 48 hours before arrival at Callao. For a party of fifteen to twenty passengers, it is sometimes possible to make special arrangements for visits to the Torre Tagle Palace.

MOTORS (fares subject to alteration):—

LIMA—Inside City Limits.

5 seater cars:—

Per trip—two passengers Soles 2.00

Each additional passenger 0.30

Per hour—one to four persons 10.00

7 seater cars:—

Per trip 2.00

Per hour 10.00

Outside City Limits. Per hour. Any car 20.00

To Callao, La Punta, Miraflores, Barranco, Chorrillos, Miramar, Magdalena, San Miguel, by agreement, basis Soles 10.00 per hour. The Carretera Central from Lima to Oroya opens new possibilities of motor-car excursions, with attractive halting places like Matucana (1 hour), San Mateo and Rio Blanco (2 hours). The trip to Oroya takes over 5 hours, and crosses the Andean Divide at 15,655 ft. Good meals can be had at Chosica, Matucana, San Mateo and Rio Blanco.

An excursion may be made by motor-car from Lima to Infiernillo ("Little Hell") Canyon, beyond Matucana. The Canyon is well worth seeing.

The Peruvian Touring Club offers its advantages to tourists and particularly to members of the leading English and American Associations of Motorists. Its aims include road and hotel improvement and the arrangement of itineraries. Particulars are obtainable at the Peruvian Consulate-General in London. The address for letters is: P.O., Box No. 22—19 Lima.

Addresses:—British Embassy Residence: Calle Bermudez. Embassy offices and Consulate, Edificio República, Paseo de la República; U.S.A. Embassy, Edificio Sud America, Plaza San Martín; Consulate, Plaza San Martín 117; Canadian Embassy, Edificio Boza, Plaza San Martín; Y.M.C.A., Giron Carabaya 664; Anglican Church of the Good Shepherd, Av. Santa Cruz, San Isidro; British-American Hospital, San Isidro; P.S.N.C., Nicolas de Pierola 202-6, Plaza San Martín; British Council, Camana 787; British Chamber of Commerce, Edificio "La Nacional" 402, Ayacucho 309, Casilla 1913.

British Schools:—Markham College, for boys of all ages, run on English public school lines; Colegio San Silvestre, for girls; Colegio San Andres, co-educational.

Cables:—West Coast of America Telegraph Co., Ltd. (British), Edificio Electra, Jiron Miro Quesada; All America Cables & Radio, Inc., Calle de San Antonio 677. Branch Office: Gran Hotel Bolívar.

ENVIRONS OF LIMA.

Chorrillos, a fashionable resort with a cliff promenade, has a casino, and is visited for boating and bathing. The Military School

is noteworthy. **Barranco** and **Miraflores** are near. Miraflores is becoming an important shopping centre and has several first class restaurants. A motor road runs from Lima through Miraflores, Barranco, and Chorrillos to **La Herradura**, another bathing resort with a casino. **Magdalena** is served by a separate electric line and road. Here is the Museum of Anthropology and Archaeology, and the Bolivarian Museum containing relics of the Liberator.

Ancon, 25 miles north of Lima, is reached by railway and motor road. There is bathing, tennis, a casino, and good hotels, of which the *Grand* is one.

The area between Ancón and Pachácamac extending up the Rimac Valley to San Mateo, is archaeologically most interesting.

Pachácamac, 25 miles south of Lima in the Lurin Valley, can be reached by motor. The ruins are among the most ancient in the country, and include city walls, temples, and tombs.

Chosica, popular as a winter resort, and 30 miles from Lima, is served by four or five trains daily (Central Railway), or can be reached by a good motor road (frequent omnibuses). The town, at an altitude of 2,800 feet, is above the coastal mists.

Hotels:—Hotel Villa del Sol, 57 apartments with bath; Gran Hotel de la Estación; La Quinta Pensión; Hostería; Los Angeles Hotel (first class), just below Chosica.

La Punta, beyond Callao, and served by direct electric trams through Callao from Lima, is the seat of the Naval School. Set on a spit of land stretching out to sea, the place enjoys a peculiarly bracing climate and is not less fashionable as a bathing resort than Ancon. The water is always cold. Facing Callao Bay is a Yacht Club with a first-class restaurant.

Restaurants:—Riviera Palace and Restaurant Miramar (open Summer only).

Arequipa, 107 rail miles from Mollendo and 91 by road, stands at an altitude of 7,500 feet in a beautiful valley at the foot of "El Misti," otherwise known as "El Volcan de Arequipa." This is a snow-capped, perfect cone, 19,200 feet high, guarded on either side by the "Chachani" (20,000 feet) and "Pichu-Pichu" (18,600 feet). The city has quaint old Spanish buildings and many ancient and interesting churches built of "Sillar," a pearly white volcanic material, apparently petrified lava or ashes, almost exclusively used in the construction of the town. It is the second city of Peru, with a population of about 130,000.

Arequipa, the centre of the important South Peruvian zone, is an extremely busy commercial town. For all that, the streets present as strange a panorama as those of any city in the world, with its laden llamas intermingling with automobiles and electric trams. The natives from the surrounding countryside are all picturesquely dressed. The climate is delightful, with a mean temperature before sundown of 74° F. and after sundown of 58° F. The weather is ideal between April and September, sun all day and cool at night. There are roads to Lima, Mollendo, Puno and Arica.

The remotest source of the River Amazon, the "Laguna de Vilafro," is some 90 miles to the north of the City.

The main industries are concerned with textiles, leather, soap and

candles, canning, flour, wool, brewing, evaporated and condensed milk.

Club:—Club Arequipa; Golf Club.

Points of Interest:—Cathedral, founded 1612, largely rebuilt during last century; La Compañía (Jesuit) Church, built during the 17th Century; Puente Bolívar; Hospital Goyeneche; the Orphanage; Jardín Lucioni; the Charcani Electric Plant, in a gorge between Misti and Chachani.

Hotels:—

Name.	Address.	Cable.	Beds.
Quinta Bates ..	Calle Jerusalem 604	Bates ..	22
State Tourist Hotel	Outside City ..	Arequipa ..	40
Hotel Sucre ..	Calle Sucre 207 ..	Hotel Sucre ..	70
Pensión Wagner ..	San Agustín 115 ..	Wagner ..	28
Pensión Somocurcio	Calle Sucre 213 ..	Pensomo ..	32
Pensión Brunn ..	Sta. Catalina 202 ..	Pensión Brunn ..	14
Hotel Maccera ..	Mercaderes 231 ..	Maccera ..	80

Excursions:—Tingo Swimming Bath and Countryside; Tiabaya Valley; Sabandia Swimming Bath and Countryside; then the three famous Thermal Baths surrounding Arequipa; JESUS ($\frac{1}{2}$ hour by motor, on the slopes of Pichu-Pichu); YURA ($1\frac{1}{2}$ hours by railway and motor, 1 hour by motor, 18 miles from Arequipa, in a small valley on the Western Slopes of Chachani; Hotel, Gran Hotel de las Termas de Yura); SOCOSANI ($1\frac{1}{2}$ hours by rail and motor, $1\frac{1}{2}$ hours by motor, 25 miles from Arequipa; a beautiful small valley south-west of Chachani, with a modern hotel; 50 beds, \$7 a day, including meals and Socosani Water; sports in Socosani; tennis, bowls).

Sports:—Besides two public Stadiums and a Racecourse, there are several Swimming Pools, Tennis Courts and Golf Links (18 holes). The Arequipa Golf Club welcomes visitors from abroad. Riding is very popular in this town.

Rail:—To Mollendo, daily except Sunday, leave 8.30 a.m., arrive 12.45 p.m.; to Puno, Mondays, Wednesdays and Fridays, with connections to Cuzco *via* Juliaca on Tuesdays, Thursdays and Saturdays; connections with Lake Steamer to La Paz on Mondays only at Puno.

Taxi Fares:—\$6.00 an hour within the town; \$12.00 in the country.

Cables:—West Coast of America Telegraph Co., Ltd. (British), Esquina San Francisco, Moral, 201.

Cuzco, once the capital of the Inca Empire, stands 11,440 feet above sea-level. There are 45,230 inhabitants, largely Indians. Many old families of pure Spanish descent live in and around the town, which is remarkable for its many Colonial churches and convents and for its extensive Inca and pre-Inca ruins. Recently Government archaeologists have excavated widely and disclosed vast areas of hitherto unknown ruins. Laws exist to prevent the export of antiquities—pottery (huacos), mummies, Colonial or Incan silver or gold ware, church furniture, etc., by predatory tourists.

Cuzco, the scene of the rise and fall of the ancient Inca Empire, has for nearly three centuries been a centre of interest for students of civilization, archaeologists, and searchers after treasure. In 1946, archaeologists discovered the remains of Gonzalo Pizarro, half-brother of the Pizarro who conquered the Incas, and of the two Almagros, father and son.

The Temple of the Sun stands almost in the heart of the city, a short distance from the main plaza. The mechanical and architectural perfection of this piece of circular stonework is probably without equal in the world. Centuries of earthquakes have not disturbed them except for a crack which ruptured the slabs of granite diagonally, with scarcely any injury to the intersecting joints.

Almost every street in Cuzco has the remains of Incaic or pre-Incaic walls, arches, and doorways. The city itself was surrounded by a wall, enough of which remains to show its course from end to end. Many streets are lined by walls of perfect stonework, now

serving as foundations for rude adobe structures. This ancient stonework has one distinguishing feature. Every wall has a perfect line of inclination, toward the centre, from bottom to top. In the language of the stonemason, they are all "battered" walls, with every corner rounded.

Cuzco Cathedral (Renaissance style) was built at the beginning of the seventeenth century. The high altar is covered with silver, and amongst many original paintings is one attributed to Van Dyck. The pulpit of the San Blas Church, the La Compañía de Jesus Church, and the Convent of La Merced, are particularly worth seeing.

Sacsaihuamán Fortress (Incan ruins on the top of a hill very near Cuzco) is reached by motor-car. The Intihuatana monuments, 80 miles away, are accessible by a good motor road in the Vilcanota Valley. Motor roads are open from Cuzco to Juliaca and Puno, on the shores of Lake Titicaca, and to Lima (600 miles).

Hotel accommodation is limited, but the new Government Tourist Hotel is said to be excellent.

Hotels:—

Name.	Address.	Cable.	Beds.
Ferrocarril	Calle Herrajes	.. Arenas	30
Colón	Calle Heladeros	.. Hotelcolon	60
Hotel Cuzco			180

Rail:—To Juliaca, Monday, Wednesday and Friday; to Sicuani, Tuesday and Thursday; to Santa Ana, Saturday and Wednesday, as far as Machu-Picchu, passing by Ollantaytambo (60 miles). Both places are on the banks of the River Vilcanota, and contain the most interesting pre-Incan ruins in the continent. Guides to visit the ruins may be hired. The trip to Machu-Picchu, by rail, takes 4 hours; by lorry to the foot of the hill (10 kilom.) and by mule to the ruins on the summit, another hour and a half. There is now a small rest house at Machu-Picchu so that the ruins may be explored at leisure.

Roads are open to Lima and Puno.

OTHER TOWNS.

Ascope, in the Valley of Chicama, is 30 miles by rail from Trujillo and 50 miles from Salaverry. There are good motor roads to both places. The main products are sugar—here is the largest sugar estate in Peru—cotton, livestock and fruits.

Hotels are owned by Srs. Alfaro, Alvarez, and Cantuarias.

Ayacucho, capital of the department of Ayacucho, can be reached from the station of La Mejorada on the Huancayo-Huancavelica railway over a motor road. The Lima to Cuzco highway also passes through. Its houses and 33 churches are reckoned well worth the journey, and a week can be spent in the surroundings, which include the historic battlefield at La Quinua. Precious metals are worked in the area, and the Indians of the region carry on agriculture. Altitude, 9,200 ft. Population, 18,190.

Hotels:—Imperial; Ayacucho; State Tourist.

Cajamarca, 16 miles by road from Chilate station on the Pacasmayo railway, a chief town of the northern mountain area (altitude 9,000 ft.), is a centre of mining, grain growing, and of the manufacture of cloth, leather and straw hats. The town is famous as the place in which Atahualpa, last of the Inca Sovereigns, was executed by Pizarro in spite of his offer to fill his prison cell to the ceiling with silver and gold as the price of his ransom. The town preserves its colonial aspect. See the Cathedral and the Church of San Francisco. Nearby

are the thermal springs known as the Baths of the Incas. Population, 15,904. Roads to Pacasmayo, Trujillo, and the Rio Marañon.

Hotels:—Amazonas ; Grand ; Nuevo.

Cerro de Pasco, altitude 14,200 feet, is 228 miles from Callao and 81 from Oroya. It is approached by Central Railway to Oroya and thence by the Cerro de Pasco Railway. A road runs to Lima *via* Canta, over the beautiful Pass of La Viuda ; another to Huanuco and on to Pucallpa ; and another to Cuzco. There are large and rich copper mines. The smelting is carried on at one of the largest metallurgical plants in the world at La Oroya. A model village, 200 feet above the mining plant, houses the staff of the Copper Corporation. Population, 19,354.

Hotels:—Venezia ; Huallaga ; America ; Bolívar.

Chala, a minor port, south of Callao, which ships large numbers of cattle from the pampas of the interior. The coast is rocky and a favourite haunt of cormorants. Large numbers of bonitos and seals are to be seen.

Landing:—Shore boat.

Hotels:—Central ; Americano ; State Tourist Hotel, \$16-17 ; Los Angeles.

Chiclayo, capital of the department of Lambayeque, 12 miles north of port Eten, is the centre of a rice, sugar and cotton district. Population, 35,000. It is laid out with wide and well-paved streets and has a fine square on which fronts the new cathedral, the Municipal Palace, the principal club and the national college. It lies on the Pan American Highway between Tumbes and Lima. A minor road runs to Chongayape, a quaint old town 48 miles to the east. This road goes on, as a trail, to Hualgayoc and Chota, two sierra towns. Another road goes south to Reque and Montsefú, old Indian towns, the latter famous for its hand weaves.

Hotels :—Europa, Royal, Central.

Rail:—Ferrocarriil y Muelle de Eten and Ferrocarril de Chiclayo.

Cables :—All America Cables & Radio, Inc. Agent : Armando Perez Sanchez, c/o Camara de Comercio.

Chimbote, a port 262 miles north of Callao, is on the Pan-American Highway. A railway (32 miles) runs to Suchiman, and another to Huallanca (*Hotel Mejia*), 86 miles, where a hydro-electric plant is being installed in the Cañon del Pató. It is an outlet for the iron and coal mining hinterland and is surrounded by dry pampas, although cotton is received from adjacent plantations. Water is drawn from wells. The port works have been completed ; vessels may now go alongside the new pier. Anchorage is good and vessels of the C.S.A.V. bound for Callao call here weekly. The port population is under 1,000. An iron and steel industry is being established. A road is open to Huaraz, Carhuas, Yungay, Caraz and Huaylas. It runs through some spectacular scenery.

Hotels:—Chimu, 72 rooms ; Pacifico (20 beds).

Chincha Alta is connected by rail and electric car with the port of Tambo de Mora, 7 miles away. The population is 12,705. Cotton, wines and fruits are grown and there are local manufacturing industries, including cotton ginning, brandy and wine making, oil milling, and soap. Pan-American Highway to Lima.

Hotels:—Massa (50 beds) ; Roma ; Comercio ; Pensión Pachas.

Trains:—Twice a day to Tambo de Mora. Fare, 40 centavos.

Coracora, with a population of 8,000, is a mining town 120 miles by a good road from the port of Chala. Gold, copper and coal are

mined, and alpaca and sheep wool produced.

Eten, a port with an open roadstead, 14 miles by road or rail from Chiclayo, with a population of 3,000. Products : rice, sugar, honey, wax, and hides. Panama hats are made here. There are coastal steamer services to Callao and Guayaquil.

Hotels:—Central.

Rail:—To Ferreñafe, Pátapo (daily) ; to Hacienda 'Cayalti,' (daily).

Huacho, a minor port, 70 miles north of Callao, is the capital of Chancay and the natural outlet for the cotton and sugar grown in the fertile Huaura Valley. P.S.N.C. steamers call frequently, and most of the vessels of the big lines call here regularly. The North-western Railway connects Huacho with Lima *via* Ancón and also with Sayan, and it is on the Pan-American Highway to Lima. There are cotton-seed oil and other factories. Population, 13,202.

Hotels:—Grand Pacific (40 beds) ; Italia (18 beds) ; Panamá (10 beds).

Huancavelica, capital of its department, is 74 miles south of Huancayo, to and from which there is a daily train. Population, 8,000 ; altitude, 12,500 ft. The main products are mercury, silver, wolfram, cinnabar and wool.

Hotels:—Patiño, America.

Huancayo, capital of the Department of Junin, 77 miles S.E. of Oroya, on the Central Highway from Lima to Cuzco, and served by the Central Railroad, is a town of 20,000 inhabitants at an elevation of 10,690 feet. Both the local mines and the agriculture are important. The town is of uncommon interest to the traveller, with picturesque architecture, a temperate climate, and a Sunday market largely attended by Indians from the surrounding districts.

Hotels:—State Tourist Hotel ; Internacional.

Excursions to the Convent of Ocopa ; to Carnegie Magnetic Observatory and Saturday fair at Chupaca ; to the typical sierra townships of Huayucachi, Cachas, Pucará, Sapallanga, and La Punta.

Huanuco, the capital of its department, is on the Upper Huallaga, 68 miles from Cerro de Pasco. It is a rapidly growing mining town, and the agriculture of its district is extensive. Population, 10,000 ; altitude, 5,945. It is on the Callao-Cerro de Pasco-Huanuco-Tingo Maria-Pucallpa road.

Hotels:—Fiume ; Inca ; State Tourist Hotel.

Huaráz, capital of the department of Ancash, altitude 9,932 feet, on the Santa River, 216 miles from Lima. It can be reached from Chimbote by railway to Huallanca (*Hotel Mejia*) and the rest by motor car. Two roads branch off the Pan-American Highway to Huaráz, one at Paramonga and the other at Casma (80 miles). From Casma across the Cordillera Negra takes about 8 hours by motor car. The town has a lovely background formed by the snow-capped peaks of Huandoy, Huascaran, San Cristóbal and others in the distance. Silver, cinnabar, coal, and potatoes are the local products. The town is largely frequented by Indians. The population is 11,628.

Hotels:—Central ; Drago ; Sud America ; Genova. Six kiloms from Huazaz is the Hotel, Termas de Monterrey.

Huarmey, on the bay of that name, is not served by railway, but is on the Pan-American Highway to Lima, which can also be reached by rail from Huacho. Exports : cotton and lead and silver ores.

Hotels:—Ramos ; Peru ; Central.

Ica, capital of its department, stands on the Ica River, 180 miles from Lima. It is the terminus of the 46-mile railway to Pisco, a port serving a series of fertile valleys. Three summer resorts, Huacachina,

La Guega, and La Victoria, are near at hand. Population, 21,280. The town lives by its cotton fields, vineyards, and sheep farming. There are a number of factories, including ginning mills, wine vaults, textile and oil mills. The Pan-American Highway runs through.

Hotels:—Borjas ; Imperial ; Bolivar.

Ilo is a small port 53 miles south of Mollendo, with a population of 2,000. Sixty miles of standard-gauge Government railway and a road across the barren pampa connect the port with Moquegua, to which there are trains twice a week. The district produces olives, figs, wine and cotton. There is a weekly call by the C.S.A.V. and C.P.V. coasting vessels.

Hotel:—Central (20 beds).

Iquitos, capital of Bajo Amazonas de Loreto, stands upon the left bank of the Upper Amazon, 2,300 miles from the mouth and 1,200 from Lima. It can now be reached from Lima in 5 days, *via* the Pucallpa Highway—2 days by bus and 3 by steamer. It has regular steamship connection with Manaos and Pará, by which route it is generally reached. Regular fortnightly connections are made by launches between Iquitos and Yurimaguas, on the river Huallaga. The town is 350 feet above sea-level, with wide, but ill-kept streets, good plazas, and some ambitious buildings. The population, at one time higher, is estimated at 40,000. Industries include saw-milling, cotton-ginning, and the preparation of rubber. Cotton, tobacco, rubber, timber, cubé, balata, and ivory nuts are exported.

The Pucallpa Route:—Iquitos can also be reached from Lima by bus to Huánuco and Tingo Maria, private car (or lorry lift) to Pucallpa, on the Ucayali River, thence by steamer to Iquitos (5 or 6 days, S.85 first class, with cabin and food).

Planes fly to Iquitos from Lima, and from the mouth of the Amazon. Planes also fly between Iquitos and Maldonado on the Madre de Dios river, 800 miles to the south.

Hotels:—Malecon, rooms only ; Palace.

Shipping:—Booth Line to Liverpool and New York.

Cables:—All America Cables & Radio, Inc. Agent : Michael Besso, Morona 16.

Juliaca, 189 miles from Arequipa, at an altitude of 12,550 ft., on the Southern Railway, is the junction for Cuzco (210 miles), and Lake Titicaca (30 miles). (Trains for Cuzco leave Tuesdays, Thursdays, and Saturdays, 9.15 a.m. ; arrive 6.15 p.m.). The population, mainly Indian, is 6,770. Wool and hides are collected at this centre. Motor roads to Cuzco, Puno, Arequipa and numerous other towns.

Hotels:—Mr. Mitchell's English Boarding House ; Ratti.

Mollendo, the terminal of the Southern Railway, is the port of Arequipa (107 miles) and a chief gate for Bolivia. The roadstead is open and liable to disturbance by storms. Landing is by shore boat. The town is not imposing in appearance, although it is the main port for Southern Peru. Population, 15,000. Principal export, wool.

South-bound passengers wishing to see the interior of Peru and Bolivia disembark at Mollendo and go *via* Lake Titicaca to La Paz. They can return to the Pacific coast at Mollendo, Arica or Antofagasta, or proceed to Buenos Aires (2,100 miles). The voyage southbound can be continued by another vessel, or possibly by the same steamer caught on its northbound voyage.

A shorter trip can be made by the Southern Railway to Arequipa, and on *via* Juliaca to Cuzco, the most ancient city upon the Southern continent, with magnificent temples, churches, and Inca ruins. The journey is varied and interesting, more particularly the beautiful scenery as Arequipa is approached. There are motor roads to Arequipa and Moquegua.

A new port has been built at Matarani, 9 miles to the north, from which a railway is being built to La Joya, on the Southern Railways.

Landing:—Motor launch.

Hotels:—Plaza, soles 10; Europa; Salerno.

Rail:—To Arequipa, daily except Sunday. For Arequipa to Puno, Cuzco, etc., see under Arequipa. Mollendo, *via* La Paz, to Buenos Aires.

Steamers:—3-weekly to Liverpool. An outward and homeward port of call for all P.S.N.C. passenger vessels; P.S.N.C. steamers to New York, *via* Bermuda; also to Montreal (Canada) *via* Bermuda; 3-weekly sailings to New York *via* Havana, Key West or New Orleans; there are other sailings to North and South weekly by local steamers. Grace Line have 3/5 sailings north to New York and south to Valparaiso each month.

Cables:—West Coast of America Telegraph Co., Ltd. (British), at Railway Station.

Moquegua, the terminus of the standard-gauge railway from Ilo, is 60 miles from that port. The principal local products are wines, olives, oil, cotton, fruits, copper and lead. Population, 3,885; altitude, 4,500 ft. Motor road to Mollendo, Ilo and Tacna.

Hotels:—Central, Union.

Oroya, 137 miles inland from Callao, at the junction of the Cerro de Pasco and the Central Railways, is the seat of the large copper smelting plant of the Cerro de Pasco Corporation, and the home of a number of American mining officials. The town is at the fork of the Yauli and Mantaro Rivers at an altitude of 12,180 ft., and has 14,935 population. Copper ore from the Yauricocha mine is taken to the smelter at Oroya over a 10 mile aerial tramway and a 50 mile railway. Roads to Lima, Cerro de Pasco, San Ramón, and Cuzco. To Lima, across the Andean Divide (15,655 feet) is 5 hours by car.

Hotels:—Junín; Mauro; Wilson; Mercantil.

Pacasmayo, 65 miles north of Salaverry, has a good pier, and exports rice, cotton, silver, hides and copper. A short railway runs into the interior to Guadeloupe and Chilte (105 kilom.). A short road connects with the Pan-American Highway at San Pedro. Callao steamers call. Population, 4,500.

Hotel:—Ferrocaril.

Paita, a port of Northern Peru exporting cotton, hides, skins and Panamá hats from near-by Catacaos. The population is only 6,958, but it ranks third in importance in Peru, for it taps the chief cotton-growing districts. The town has an old-fashioned Spanish appearance, and is worth seeing. The buildings are mostly of wood. Though near the Equator, the climate is healthy. Its ancient church contains a miraculous statue of the Madonna. Water is brought to the town by rail. Roads run north and south along the coast and inland.

Hotels:—Pacífico; Victoria; Pensión Ricardo Seminario.

Excursion:—Piura, 60 miles by rail, or 40 by motor road, was founded three years before Lima, and is the capital of one of the richest districts on the coast.

Shipping:—Outward and homeward port of call for all P.S.N.C. passenger vessels. To Guayaquil fortnightly; weekly coastal service to Callao. Grace Line weekly sailings north to New York and south to Valparaiso each month.

Cables:—All America Cables & Wireless, Inc. Agent: Arturo A. Pallette, Plaza de Armas.

Pimentel, a major port to the north of Eten, serves its district for the export of sugar, etc. It is also a favourite summer resort, with a broad, sandy beach. Coastwise steamers call. It is reached from Chiclayo (13 kiloms.) by a good road which branches off from the Pan-American Highway, and by electric trains. There are motor services to Piura (10 hours), Pacasmayo (4 hours), and Trujillo (10 hours). Population, 2,000.

Hotels:—Comercio ; Victoria.

Pisco, a major port 130 miles south of Callao, is on the Pan-American Highway and taps an agricultural hinterland. Passengers by ship going north see a green valley and bright vegetation, a welcome relief from the general barrenness of the coast. The town is divided in two. Pisco Pueblo remains faithful to its colonial past. It is still an old-world town—clustering round a typical Spanish plaza. Pisco Plaza is modern and industrial, the third most important export port in Peru, depending mainly on the cotton, grape, and wine from the Chincha, Pisco, and Ica valleys. There is a railway to Ica (45 miles), and a regular motor service over a good road to Lima and southwards. Population, 6,000.

On the Paracas Peninsula, 20 miles south, there are pre-Incaic and Inca remains. One city, buried in sand, and provisionally named Cerro Colorado, is supposed to date from 1000 B.C. ; another, Cabeza Larga, from 500 B.C. ; and there is a third, an Inca City, near-by. The remains include a curious series of bottle-shaped burial caverns, gold ornaments, ceramic pieces, and textiles. The modern **Hotel Paracas**, facing Paracas Bay, 15 kiloms. south of Pisco, is a good centre for exploring the peninsular. The Hotel provides tennis, golf, and an open-air swimming pool. There is excellent sea-bathing and fishing, and sailing boats are for hire.

Hotels:—Paracas ; Pisco ; Humberto ; Gran.

Piura, 60 rail miles inland from its port Paita, and about 40 by road, is the oldest Spanish settlement, for it was founded upon another site by Pizarro four centuries ago. It has many buildings of the colonial type, and is the home of several old Spanish families. The water supply is poor. There are large cotton plantations in the area, and Catacaos (12 miles by rail) is an important Panamá hat-making centre. Population, 29,674. A network of roads connects it with the Pan-American Highway and with many towns to the north-east.

Hotels:—Colón ; State Tourist Hotel, 32 rooms.

Rail:—Paita and Piura Railway.

Cables:—All America Cables & Radio, Inc. Agent : Miguel M. Temple, Calle Apurimac 371.

Puerto Bermudez, on the Pichis River, is navigation head for river launches from Iquitos, 10 or 12 days' travel, and upon a direct trail to Lima.

Puerto Chicama (formerly Malabrigo) is the shipping point for sugar grown in the Chicama Valley. A light railway runs to Ascope (for Trujillo), and to the Casa Grande sugar estates, six times a week. On the Pan-American Highway.

Hotels:—Gracey (8 beds) ; Popular (10 beds).

Puno, capital of the department, altitude 12,648 feet, population 15,880, stands on the north-west shore of Lake Titicaca, 218 miles from Arequipa, 820 miles from Lima, and 171 from La Paz, Bolivia. From the mole at Puno lake steamers leave for Guaqui, *en route* for La Paz, on Monday, arriving at Guaqui on Tuesday morning. A train for La Paz connects with the steamer at Guaqui. Motor roads are open to Cuzco, Arequipa, and southwards to Guaqui.

Hotels :—Ferrocaril (74 beds), S4 ; Nava (8 beds), S3 ; State Tourist Hotel El Extra ; Velazco.

Rail:—Southern Railway. Trains for Mollendo leave Tuesdays, Thursdays and Saturdays, 8.00 a.m., arrive Arequipa 5.35 p.m., leave Arequipa daily 8.30 a.m., arriving Mollendo 12.45 p.m. Night train leaves Puno Friday, 9.35 p.m., arriving Arequipa 6.45 a.m. Saturday.

Quilca, 34 miles by sea north of Mollendo, is a smooth-water port, deep, well protected and safe at all times, but suitable only for small vessels and tugs. It has a good wharf for cargo. It is served by weekly services from Mollendo. A road through Camana connects with the Pan-American Highway. The port serves the Camaná Valley, a centre of the cotton-growing industry. Sugar is grown in moderate quantities. Other products are cereals, wine, and cattle. The population of the valley, 20 miles distant over a steep hilly coast road, is from 8,000 to 9,000.

Salaverry, a port with a population of 5,000, is connected by Pan-American Highway and rail with Trujillo (9 miles), with which it has a considerable trade. It serves for the export of sugar from the Hacienda "Cartavio" and others. The roadstead is open and ships discharge into lighters.

Hotel:—Americano.

Steamers:—Weekly to Cristóbal, Guayaquil and Ilo, and weekly to Valparaíso, fortnightly to New York. Grace Line have 3 steamers south to Valparaíso each month.

Rail:—To Trujillo five times daily.

Sullana, 38 miles from Paita on the Paita-Piura railway, in a corn and cotton growing district, has a population of 12,000. The district is one of the few remaining sources of cinchona bark. It is the centre of a network of roads, two of them to Paita and Piura.

Santa Ana, on the Urubamba River, 100 miles north-west of Cuzco, is an outpost for the forest region extending to the Brazilian frontier. There is a State railway from Santa Ana to Cuzco (100 km.).

Sicuani, on the road and railway from Cuzco to Juliaca (123 miles), has a population of 15,000, and is the centre of an agricultural and pastoral district. Altitude, 11,650 ft. The market place is picturesque.

Hotel:—Lafayette.

Supe, a small port 90 miles from Callao and 20 miles from Huacho (to which it is connected by rail), has a population of 6,000, and exports sugar, cotton, and cattle. It is connected by rail and Pan-American Highway with Lima. The district is served by short lengths of railway extending inland to Barranca, Paramonga, Pativilca and San Nicolás. A motor-bus runs to Huacho, San Nicolás, and Barranca. Historic ruins (Paramonga Fortress) are near Supe.

Hotel:—Venezia (10 beds).

Steamers:—Weekly to Valparaíso.

Tacna, capital of Tacna province ; altitude, 1,800 feet ; population, 11,358 ; is an agricultural centre, 40 miles by rail from Arica. The Campo de la Alianza, scene of a bloody battle between Chilean and Peruvian-Bolivian forces (1880), is on the heights above the town. The soil is fertile, and fruits and flowers abound. Tobacco is grown in the vicinity, and sulphur is mined. The houses are thatched as protection from the heat, and are chiefly single-storeyed buildings in the colonial style, ornamented richly by carvings. Tacna is frequented by Indians from the Bolivian highlands, with

their llamas. There is a daily train to Arica and 'bus services. Motor road through Moquegua to Lima.

Hotel:—Raideri (30 beds).

Cables:—All America Cables & Radio, Inc., Calle San Martin 482.

Talara, 40 miles north of the port of Paita, a chief centre of the petroleum industry, owes its development to the Canadians. Water is brought by a 40-mile main, and drainage, gas, and electricity have been supplied. Oil is pumped about 14 miles from Lobitos to this point for refinement. Population, 14,467. Asphalted roads to neighbouring towns.

Hotel:—Royal.

Tarma, 30 miles from Oroya upon a good motor road and 10,000 feet above the sea, is noted for its healthy climate and the beauty of its situation. Grain and potatoes grow in abundance, copper and silver are mined, and livestock is raised in the neighbourhood. Population, 7,860.

Hotel:—Daneri's.

Tambo de Mora, a small port 12 miles north of Pisco, has a population of 2,000. Cotton, cotton-seed oil and oil cake are produced, and north-bound P.S.N.C. steamers call during the cotton season. Ships of the Chilean Line and Peruvian Steamship Co. call about every 10 days. The harbour is an open roadstead. Ships discharge by lighters. It is connected to the Pan-American Highway.

Hotels:—Massa (40 beds); Globo (10 beds).

Rail:—Trains twice daily to Chincha (7 miles).

Trujillo, capital of the department of La Libertad, has a population of 41,589, and stands at an altitude of 200 feet on the Moche River, 300 miles by Pan-American Highway from Lima and 9 from Salaverry. It was founded in 1535 by Pizarro, and rivals Arequipa as a commercial centre. It is increasing in importance with the extension of copper-mining. The sugar crop of the district represents about one-half that of the country. Cocaine is manufactured, there is a large knitting factory, several tanneries, a large brewery, and rice mills. The ruins of Chan-Chan are in the neighbourhood. See also the notable Larco Herrera museum.

Rail:—Trujillo Railway to Salaverry.

Hotels:—Americano; Nuevo; Jacobs; Italiano; State Tourist Hotel.

Cables:—All America Cables & Radio, Inc. Agent: Victor Arenas, c/o Northern Peru Mining & Smelting Co., Plazuela de la Merced.

Tumbes, occasionally visited by coasting steamer, is the most northerly Peruvian port. It is on the Tumbes River, has a few hundred inhabitants only, and is a centre for charcoal burning and tobacco growing. Here Pizarro landed for his conquest of Peru. It is the point from which the Pan-American Highway starts.

Hotels:—Oriente; State Tourist Hotel.

THE RUINS OF CHAN-CHAN.

Four miles west of Trujillo stand the ruins of Chan-Chan, the imperial city of the Chimú Empire (overcome by the Incas *circa* 1400). The dilapidated city walls enclose an area of eleven square miles containing the remains of palaces, temples, streets, houses, gardens and a canal. The adobe walls bear well-preserved moulded decorations in artistic patterns, and painted designs have been found on pottery unearthed from the debris of a city ravaged by floods, earthquakes and treasure-seekers. The ruins can be reached from Trujillo by car, and there is ample time for a visit when the steamer stays a whole day at Salaverry. There is a museum of the treasures unearthed at near-by Chiclin.

PHYSICAL FEATURES.

The name **Peru**, given to the country by the Spaniards in the sixteenth century, and of uncertain origin, is said to have originated from the misrendering of an Indian word "Pelu" (—river). The existence of such an Indian name has been doubted. The spelling was **Piru** in some early MSS.

The 482,440 square miles of Peru are divided naturally into three well-defined regions :—

(1) The narrow Coastal strip between the Maritime Cordillera and the Pacific, 25 to 50 miles wide, arid and sandy, but intersected by fertile valleys. Irrigation has converted some of it into Peru's main source of cotton, sugar, rice, fruit and vegetables.

(2) The Sierra or Andean region, 200 to 250 miles wide and at an altitude of from 4,000 to 20,000 ft. The larger mining cities are in this zone. Western Peru, the developed part of the country, is divided more precisely into four regions : Puna, or plateaux and great altitudes ; Sierra or foothills ; Quebrada or lower slopes, broken by gorges ; and the Coastal plain. It is on the Sierra that the main cereal crops (wheat, maize, barley and oats) are grown.

(3) The Montaña includes the heavily forested tropical eastern slopes of the Andes and the lowlands of the Amazon basin. This zone, half of all Peru, is sparsely populated ; contact with Lima is mainly by air. Its natural outlet is the Amazon.

The coast line is about 1,400 miles. Of the numerous islets may be mentioned Foca, San Lorenzo, San Francisco, Lobos de Tierra, and Lobos de Afuera, which possess rich deposits of guano. Piura, the great desert-region of the coast, extends for 200 miles from the gulf of Guayaquil to the Morope Valley, and here rain falls at intervals of three and four years. The second section of the coast country, also about 200 miles long, includes several well-watered valleys. In a third coastal section is the River Santa, which, rising in the Lake of Conococha nearly 13,000 feet above sea-level, has a course of 180 miles. The fourth section, of some 300 miles, contains the great valley of Cañete, famed for its cotton. The fifth, the Arequipa and Tacna area, covering 350 miles, includes numerous fertile valleys.

The great **Cordilleras** of the Andes enter Peru from the south in two separate chains : one from Bolivia and the other from Chile. These two unite together near Lake Titicaca, forming the Nudo de Vilcanota (Vilcanota Knot), 17,380 ft. Here they again separate into two chains : Western and Eastern, and come together once more near Cerro de Pasco (Pasco Knot). Continuing northwards they are divided into three parallel ranges : Western, Central and Eastern. The Western and the Central finally join in Lota (Ecuador), whilst the Eastern chain, losing altitude, joins the Central Cordillera.

The Western Cordillera is the highest, and from it many rivers flow to the Pacific. The higher peaks include Chopicolqui, 22,000 ft. ; Hauandoy, 21,300 ft. ; Hualcan, 21,000 ft. ; Autison Raju, 20,300 ft. ; Chachani, 21,220 ft. ; Vilcanota, 17,380 ft. ; Pichu-Pichu, 18,600 ft. ; Coropuna, 21,700 ft. ; Solimani, 20,700 ft. ; Sarasara, 20,300 ft. ; and Huascaran, 22,000 ft., the highest mountain in the country. In the Eastern Cordillera the chief peaks are Azungate, 21,000 ft. ; Soiroccocha, 18,600 ft. ; and Salcantay, 17,100 ft. The mountain region includes plateaux, of which that enclosing Lake Titicaca is the chief. The gorges cut by streams in the mountains are known as "pongos."

Lakes:—In addition to Titicaca (5,500 square miles), the lakes

include Chinchaycocha or Junín, near Cerro de Pasco, measuring 37 by 7 miles, and Lauricocha, sometimes described as the source of the River Amazon, 14,270 feet above sea-level. Lake Pun Run, in the province of Junín, is 14,200 feet above sea-level. Titicaca is the largest lake in South America.

The great rivers of the Peruvian sierra are the Marañon, the Huallaga, and several tributaries of the Ucayali. Most of these run through great gorges in a tropical climate; above them is a comparatively temperate zone, and, still higher, a cold and freezing plateau. The tropical forests at the foot of the Andes are traversed by navigable streams. The Marañon and the Huallaga unite, and are joined by the Ucayali, all forming part of the upper waters of the Amazon. The forests traversed by these rivers form the northern section of the Peruvian montaña. The southern half has rivers coming from the Eastern Andes, which help to form the Madre de Dios. This fertile region covers 800 miles from the Marañon to the frontier of Bolivia, and divides itself naturally into the sub-tropical forests east of the Andes and the tropical forests in the plains of the Amazon. There are 58 rivers flowing to the Pacific.

The climate varies greatly according to the altitude. Along the Pacific coast it is semi-tropical, cool all the year round on the inland plateaux, and very hot in the eastern Amazon district. There is practically no rain on the coast, but the heat is moderated by the Humboldt current. At times in the winter, when heavy fogs come inland from the Pacific, the coast is cool. Inland, at the foot of the Andes, temperatures are often much higher than on the coast. There is some summer rain on the western slopes of the Andes and in the high plateaux, and very heavy rain in the Montaña. The dry season is November-April; the wet season May-October.

A PERUVIAN CALENDAR.

- 1530. Pizarro and Almagro begin the occupation of Peru. The Inca Atahualpa defeated and captured by Pizarro.
- 1533. Execution of Atahualpa. Capture of Cuzco by the Spaniards.
- 1535. City of Lima founded.
- 1541. Assassination of Pizarro.
- 1551. Antonio de Mendoza made Viceroy.
- 1560. First olive tree planted in Peru.
- 1567. Jesuits arrive in Peru.
- 1570. Tribunal of the Inquisition founded.
- 1571. Execution by the Viceroy of "the last of the Incas," Tupac Amaru.
- 1574. System of galleons introduced.
- 1579. Drake harries the coast.
- 1582. System of runner posts introduced.
- 1796. Ambrose O'Higgins made Viceroy of Peru.
- 1819. Navy organized for the liberation of Peru, under Lord Cochrane, arrives off Callao.
- 1821. San Martín proclaims the independence of Peru.
- 1823. José de la Riva Agüero elected first President.
- 1824. Battle of Ayacucho. Bolívar elected President.
- 1827. General de Lamar succeeds Bolívar.
- 1828. Constitution promulgated.
- 1829. War with Colombia. Lamar deposed.
- 1835. Santa Cruz intervenes in Peru and establishes the Peru-Bolivian Confederation.
- 1839. Peru-Bolivian Confederation defeated by Chile.
- 1846. Exportation of guano begun.
- 1847. Unsuccessful invasion of Peru by the Bolivian General Ballivián.
- 1855. Slavery abolished.
- 1866. Peru joins Chile, and declares war on Spain. Callao bombarded.

- 1868. Treaty of peace with Spain.
- 1876. Peruvian-Brazilian frontier dispute settled.
- 1879. Outbreak of the Nitrate War.
- 1881. Lima occupied by the Chileans.
- 1884. Peace signed with Chile.
- 1884-5. Insurrection under General Cáceres.
- 1886. General Cáceres elected President.
- 1892. Great fire at Callao.
- 1895. Lima besieged by insurrectionists. General Pierola elected President.
- 1899. Tacna Arica dispute settled.
- 1930. Bolívar Centenary. President resigns.
- 1932. Difference with Colombia over Leticia territory.
- 1933. Assassination of President Sanchez Cerro. New Constitution.
- 1934. Leticia dispute ended.
- 1935. Fourth Centenary of Lima.
- 1940. Earthquake with great damage at Lima and Callao.
- 1942. Boundary settled with Ecuador.

POPULATION.

The **population**, was estimated at 8,061,000 on July 1, 1948. Of these about two-thirds are of pure Indian stock; the tribes of the Amazonian region number about 350,000. White or mixed races account for 52.9 per cent., but the ruling class of Spanish descent is not more than 500,000. There are 29,054 negroes, 41,945 Chinese and Japanese, 2,301 British residents, and 1,129 from the United States.

Life at High Altitudes:—The effect of life at such altitudes as 15,000 feet has been studied in the High Andes. Professor Barcroft of Cambridge, examining native boys engaged in heavy labour at the mines, found their stature small, their chest development great, "their ribs standing out like ribs of a barrel." Their blood, containing an unusual number of red corpuscles, was specially adapted for picking up the relatively small amount of oxygen in the air. European engineers long resident at these heights undergo a similar adaptation, but suffer a certain loss of vigour.

Native Indians:—The Aymara and Quechua peoples are the two chief native Indian races. The former inhabit the borders of Lake Titicaca and the mountain plateaux, and the other the lowlands. The races differ greatly in character. The Aymara is fierce and bold, of medium stature and great strength. He endures extreme cold in comfort, and is a wonderful walker. The Aymaras are copper-coloured or olive-brown, and make good soldiers.

The Quechua is lighter in colour, and his character is docile. He is very strong, and the women are said to be stronger even than the men.

GOVERNMENT.

JUNTA MILITAR

President : General Manuel A. Odría

War, Vice-President	..	..	..	Gen. Zenón Noriega
Navy	..	..	..	Rear-Adm. Roque Saldías
Foreign Affairs	..	..	..	Rear-Adm. Ernesto Rodríguez
Home Affairs	..	..	..	Lieut. Col. Augusto Villacorta
Justice	..	..	..	Lieut. Col. Augusto Romero Lovo
Finance and Commerce	..	..	..	Col. Emilio Pereyra
Public Works	..	..	..	Lieut. Col. José del C. Cabrejos
Public Education	..	..	..	Col. Juan Mendoza
Public Health	..	..	..	Col. Alberto López
Air	..	..	..	Gen. José Villanueva
Agriculture	..	..	..	Lieut. Col. Alberto León Díaz
Labour	..	..	..	Gen. Armando Artola

A new constitution was promulgated on April 9th, 1933. Legislation is vested in a congress composed of a Chamber of Deputies

elected by direct suffrage, and a functional Senate. The number of Deputies and Senators is fixed by law. The Chamber of Deputies and the Senate are elected for a period of five years. The President, to whom is entrusted the Executive Power, is elected for five years and may not be re-elected until after one Presidential term has passed. Male citizens over 21 and able to read and write are eligible to vote. Registration and voting are compulsory up to the age of sixty.

ADMINISTRATION.

There are twelve judicial districts in which justice is administered by superior and minor courts, and there is also a Supreme Court at Lima, the judges of which are chosen by Congress.

The 23 departments are divided into provinces (114 in number) and the provinces into 873 districts. Each department and province is administered by a Prefect and Sub-Prefect.

The army upon a peace footing numbers 15,000. The navy includes cruisers, destroyers, submarines, a river flotilla and auxiliary vessels. Both army and navy have aviation branches.

The Constitution guarantees complete religious liberty. The **religion** of the Republic is Roman Catholicism. The churches and convents are protected by the State. Lima is the seat of an archbishop, under whom are 13 bishops. **Civil Marriage** is obligatory and absolute divorce has been established.

The language is Spanish, but the Quechua and Aymara dialects are spoken among the Indian population.

NATURAL RESOURCES.

Agriculture employs a large majority of the people despite the expansion of the mining and oil industries. About 3,800,000 acres are cultivated in the irrigated coastal lands and in the mountains.

Cotton is indigenous and is cultivated in 35 of the coastal valleys and a few inland districts. Four chief varieties are grown, greatly differing from each other in their general characteristics: Tangüis (83 per cent. of exports), resistant, white, and lustrous, grown in Ica and elsewhere; Pima, from Piura, longer than Tangüis, fine and supple; Alcala and Delfos, mostly from Piura. Sea Island and Sakel varieties are grown upon a smaller scale.

Cotton is grown on about 145,000 hectares. The greater part of the crop is obtained from the southern coastal valleys, where a rich alluvium is deposited by the melting snows of the Cordillera. Pisco is the principal point of export here. The main picking seasons are earliest in the northern valleys, where they extend from January to May. From Lima to Pisco picking is from April to August or September. The Ica district yields a small summer and a larger winter crop. Probably 40,000 labourers are employed upon the large estates and in addition there are many thousands of small cultivators. Increased irrigation promises to enlarge the acreage under cotton in the coastal area and cotton might be grown upon large tracts in the Amazonian region. Production was 61,361 m. tons in 1948, and 66,700 m. tons in 1949.

Internal consumption is estimated at 13,683 m. tons. Exports: 1947—56,052 m. tons, value \$224,814,000; 1948—51,559 m. tons,

value \$351,391,805.

Cotton seed and its derivatives, oil and cake, are an important national industry.

There are 20 cotton seed mills near Lima and in the provinces.

Sugar, the second agricultural crop, is grown along the coast and in the deep valleys of the Andes. The Chicama Valley, north of Trujillo, is first in importance, the Lambayeque Valley, near Pimentel second, and the neighbouring Santa Catalina Valley, third. There are important sugar estates in the Carabayllo Valley, on the Lima-Ancón railway. The Saña Valley, near Eten, the Pativilca, near Supe, and the Nepeña, near Samanco, are all considerable sources. There is no time of year when planting and harvesting cannot go on, and the sugar mills grind the year round. Conditions of soil, climate, labour, cost of production and freedom from disease are exceptionally favourable. The area under cane is about 50,830 hectares. Large estates are the rule, and it is computed that 10 estates raise about 95 per cent. of the total crop (470,000 m. tons in 1949). About 177,500 m. tons are locally consumed. Sugar accounts for 10 per cent. of Peru's exports.

About 15,000,000 litres of sugar cane spirits are produced annually and used partly for the production of good liquors.

Exports: 1947—296,088 m. tons, value \$302,380,000; 1948—357,522 m. tons, value \$202,404,550.

Rice, grown in the Lambayeque Valley, Pacasmayo and Piura, by methods capable of improvement, is planted upon 65,000 hectares and hulled in local mills. Peru consumes about 88,000 tons a year. Production of milled rice, 1948, was 137,877 m. tons.

Wheat is grown upon the higher lands, generally without irrigation. The crop of about 100,000 tons, from 106,000 hectares is consumed locally. Home consumption is about 205,000 tons a year, so that imported wheat is used upon the coast. Experimental stations have been opened for the improvement of the yield. **Quinoa**, (30,000 m. tons), called "Peruvian Wheat," is grown upon the higher lands and mixed with imported wheat to make a very good bread. **Barley** (143,000 m. tons), thrives at 12-14,000 feet, and together with quinoa forms a staple food of the Indians of the sierra. **Maize** or "Choclo" (404,000 m. tons), grows at all elevations up to 13,000 feet, and yields heavy crops in the Arequipa district.

Vegetable gardening is encouraged by grants of guano manure at reduced prices. Green vegetables grow freely near the coast and inland and realize good prices in Lima. Peas and beans of many varieties are widely distributed. The root crops are large and potatoes do well at all altitudes. In the warmer regions mandioca or "Yuca" is cultivated by Indians.

Fruit-growing:—The Urubamba Valley, near Cuzco, is one of the best-favoured districts and is famous for its pears. Strawberries are grown for market near Lima. Date-palms flourish between Pisco and Ica. Excellent oranges are grown near Palpa. Bananas are imported from Ecuador, although the Peruvian coastal valleys are suitable for their culture. The excellent grapes of Southern Peru ripen when the markets of the northern countries are short of supplies. Olives and figs do well in the southern valleys. Arequipa

guayabas are famed. Peaches, pears, plums, quinces, and apples all grow on the sierra. Raspberries and blackberries are native to the Andes. Fresh pineapples are exported to Chile. The opportunities of improving the quality of these fruits, and of preserving and marketing them deserve attention.

Among fruits not often found elsewhere are the highly perishable chirimoya, or custard apple, the sugary lúcuma, the nispero del Japón, or loquat. The capuli, or wild cherry, grows on the roadsides of the higher Andes.

Vines are cultivated in Chíncha, Majes, Ica, Lima and Moquegua on 7,000 hectares. White and red wines are produced (17,300,000 litres about), as well as about 2 million litres of **piscos**, or pure grape spirits.

Coca is grown in the Cuzco, Ayacucho, and Huánuco districts. Coca in the leaf is consumed locally by the Indians, but cocaine is made at Huánuco and Trujillo. There is a considerable export of both cocaine and of dried leaves to Europe and the U.S.A.

Coffee from the coastal valleys, some sierra districts and points in the eastern montaña is consumed locally and leaves a small surplus for export. The Perene Colony, a main centre of production, is becoming an important source of high-class coffee. Plantings have also been made on a fairly large scale along the banks of the Putumayo, and there are small annual exports through Iquitos. Production, 1948—100,000 quintals, sufficient for local requirements.

Cacao is mainly grown in the Cuzco district, but does not amount to more than 200-300 tons per annum. About 200,000 cacao trees have been planted in the Perene region, and there are plantations near Pevás, on the Amazon, and in the Huallaga hinterland.

There are 17 **Tea** growing plantations in Peru, with an annual output of about 120,000 lb., or 10 per cent. of local consumption.

Tobacco is a State monopoly, and may only be grown lawfully under licence. The quality is irregular, and both leaf and manufactured tobaccos are imported. Experiments with Cuban and other varieties are going on in Tumbes and in the Tingo María districts, in the hinterland of the Huallaga River. Production, is some 1,800 m. tons.

Olives grow in the Moquegua Valley to an estimated total of 1,000 tons a year. They are also grown in the valleys of Camaná, Vitor, Ilo, and Azapa. Oil extracted from them at Ilo is used for cooking in all parts of the country, and is also used for the manufacture of soap at Ilo, Arequipa, Callao and Lima.

Quinine bark is gathered near the Ecuadorean frontier. The shrub is not cultivated except on a small scale at Monzon, Department of Huanuco. The natural supply has been heavily depleted by reckless collection, and exports are small.

Castor oil is produced in Paita province from beans cultivated in the Department of Piura. The plant grows wild throughout the cotton districts. There are small exports of spices—chili pepper and aniseed.

Flax fibre is grown (600 m. tons, with 350 m. tons of tow). There is a processing plant at Barranca. Hemp, too, is now grown.

Export of flax fibre, 1948—2,352 m. tons ; of tow—4,408 m. tons.

Irrigation was practised before the Conquest. It is indispensable in the rainless coastal region, and necessary to secure an even supply of water on the mountain slopes. The work is supervised by the Comisión Técnica de Aguas. It is due to artificial irrigation that agriculture has become the chief source of wealth. About 200,000 hectares are irrigated within the coastal zone.

About 20,000 acres of desert in the Cañete valley have been fertilized by the Pampas Imperial irrigation scheme. The Government has brought under irrigation about 100,000 acres in Piura and Lambayeque departments at a cost of £5,000,000. About 20,000 hectares of the Pampas de La Joya, near Arequipa, and of Yauca in the Department of Arequipa, are now irrigated. Another 30,000 hectares are irrigated in the departments of Piura, Lambayeque, and Arequipa.

Livestock:—The available information suggests the following estimated totals :—

Cattle	.. ..	2,661,995	Donkeys	.. ..	340,672
Sheep	.. ..	17,277,626	Alpacas	.. ..	1,169,372
Goats	.. ..	962,471	Llamas	.. ..	650,000
Horses and Mules	.. ..	575,587	Swine	.. ..	775,941

Cattle are bred successfully in the central highlands of Junín at an altitude of 14,000 feet, near the works of the Cerro de Pasco Copper Corporation. Dairying in the Lima district suffers from want of forage. About 500,000 lb. of butter a year is made in the Junín Department.

The slaughterhouses of the Frigorífico Nacional have a daily capacity for 600 head of cattle, 2,500 sheep and 400 hogs. In addition, the plant turns out an increasing quantity every year of hams, sausage meat, bacon, etc., as well as such industrial products as dried blood, tankage, bone meal, poultry foods, lard, tallow and hides. Annual slaughter in all Peru is about 349,400 cattle, 1,200,000 sheep, and 634,400 goats. Some live animals are imported for slaughter from Nicaragua. Much meat is imported.

Cattle and horses are being improved by the Asociación de Ganaderos del Peru, Lima, and sheep by the Government Model Farm, Chuquibambilla, Puno. The highlands are the natural habitat of the alpaca, reared for its wool, and the llama, the traditional beast of burden. The guanaco is not economically important, and the vicuña, famous for its fine wool, is extremely rare.

Production of hides and skins annually : cattle hides, 331,466 ; sheepskins, 1,400,000 ; goat skins and kid skins, 800,000. About 60,000 kilos of peccary and 73,000 kilos of alligator skins are exported annually. Hide and skin exports, 1947—1,193 m. tons ; 1948—691 m. tons.

Wool is the most important commodity in the trade of the Arequipa district, where a number of new mills are absorbing most of the sheep's wool clip. Peru has about 12,000,000 sheep, mostly in the departments of Puno (6,000,000), Junín, Cuzco and Arequipa. The wool clip is 8,500 m. tons, with 2,393 m. tons from alpacas and llamas. Improved Peruvian wool grown on merino and crossed merino sheep is exported. Sheep's wool exports : 1948—234 m. tons, ; alpaca and llama wool—2,246 m. tons.

The abundance of **fish** in Peruvian waters includes tunas, bonitos, swordfish, mackerel, herrings, and anchovies. The fishing industry (including shark fishing for livers) has increased rapidly. Callao

and Mollendo are the principal centres. There are now over 30 canneries. The fish catch in 1948 was over 40,000 m. tons, and 5,593 m. tons of fish products were imported.

Forest Products:—The Montaña, in the eastern part of the country, is rich in timber which cannot profitably be brought to the coast. Cedar, oak, and mahogany abound, and the timber ranges from extremely hard steelwood (palo acero) down to soft light wood like palo balsa, used in building native boats and model aeroplanes.

The only export of hard woods is made *via* the Amazon River from Iquitos, where there are sawmills. The best rivers for timber exploration are those of the Amazon and Marañon. Mahogany and cedar are exported to a small extent.

Before the advent of plantation **rubber**, wild rubber collected in the Peruvian Orient was one of the principal exports. It has decayed to insignificant proportions. The rivers along which rubber is collected include the Ucayali-Tapiche, Huallaga-Marañon, Napo-Amazonas, Yavari and Putumayo. Iquitos is the centre of the trade.

Tagua or vegetable ivory, the produce of the yarina palm, is exploited largely by Iquitos river-traders and exported in small quantities.

Quinine, copaiba, and quillaia are three out of the hundreds of medicinal plants commonly met in the forest region. **Cube** (Barbasco root), which, by reason of its high rotenone content, is a powerful insecticide, is exported to the U.S.A. Exports: 1947—5,268 m. tons, value \$12,612,425; 1948—1,600 m. tons, value \$3,285,590.

Balatá trees are felled, not tapped, by native collectors, and the supply is diminishing. "Quinilla" is the local name for the several species of trees, which are especially abundant on the eastern side of the Andes in the Ucayali district. Export is now small.

About 2,400 m. tons of tara in pods, for tanning, are produced, and some exported as powder. (463 m. tons in 1948).

Other forest products are milk caspi, condurango, tara, ceibo, and zonca (vegetal wool).

MINERAL RESOURCES.

Petroleum:—The main oil belt lies immediately south of the Ecuadorean frontier, in a narrow coastal strip between the ports of Paita and Tumbes. There are three producers with over 3,000 wells:—

The International Petroleum Company, a subsidiary of the Standard Oil Company of New Jersey, operates the La Brea and Pariñas fields at Talara and Negritos. The annual output is 11,362,500 barrels. Its refinery at Talara has a daily capacity of 32,500 barrels and storage for 2,600,000 barrels. Part of the Lobitos crude oil is refined here.

The Lobitos Oilfields (England) has a daily average of 7,000 barrels, at Lobitos and Cabo Restin. Some are 6,000 feet deep.

The Zorritos, the first field to be exploited in Peru, about 18 miles south-west of Tumbes, has been bought by the Government. Annual output, 118,000 barrels. It has its own refinery, and its products are sold in Peru. The Government's Villar deposits are near-by.

A promising new field lies 40 kiloms. south of Pucallpa. This is the Ganso Azul oil dome on the Pachitea River, in the Amazonian basin. The present output is about 120,800 barrels a year.

About 30 per cent. of all crude oil produced by the camps is converted into gasoline, kerosine, fuel and lubricants, and either consumed in the country or exported as crude or refined.

Production of crude oil has been as follows, in barrels :—

1933	..	..	13,257,318	1945	..	..	12,468,125
1937	..	..	17,457,014	1946	..	..	12,455,991
1939	..	..	13,607,513	1947	..	..	12,763,809
1940	..	..	12,126,265	1948	..	..	11,362,498

Natural gasoline production, 1947—1,007,438 barrels ; 1948—971,806 barrels.
Diesel oil—1,083,117 barrels ; asphalt—61,270 barrels.

Exports, 1948—Crude petroleum and by-products, 7,923,302 barrels. Total value, \$130,500,000. Local consumption is 6,979,345 barrels.

Mining is very much in the hands of North American companies and is carried on chiefly in the mountainous north and centre.

Copper production dates from the formation in 1901 of the Cerro de Pasco Mining Corporation and the subsequent construction of a railway from Oroya to Cerro de Pasco. To-day, 60 per cent. of the copper comes from the mines of this Corporation. There are great reserves of ores as yet unexploited in the departments of Tacna and Moquegua. These are now being explored by the American Smelting and Refining Company. Production in 1947 was 24,000 m. tons. Exports, contents fine in bars, minerals, and concentrates, 1947—28,765 m. tons, value \$75,953,000 ; 1948—17,149 m. tons, value \$44,928,716.

Silver:—Peru is the fourth largest producer in the world. The output arises both from copper-working and from the lead-silver ores of Morococha and Casapalca. During a period of 140 years it is calculated that silver to the value of £100,000,000 was extracted from the Cerro de Pasco district alone. The reserves are beyond calculation. The Central Cordillera is one immense vein of the white metal.

To-day nearly all the silver is extracted from the Cerro de Pasco copper ores and from the Morococha and Casapalca lead ores. Production, 1946—370,000 kilos. Export, 1947—290,346 kilos ; 1948—161,888 kilos. Craft silverwork is also exported.

Gold is found to some extent in almost all parts of the country, and the principal copper and lead mines carry appreciable amounts. The chief gold deposits are in the mountains and along the tributaries of the Amazon, but gold to-day is largely a by-product of the copper companies. The principal regions exploited for gold alone are Huachon, Parcoy, Saramarca, Buldibuyo and Inambari. The Santo Domingo mine upon the Puno-Cuzco railway has been re-opened. The method used is that of washing away gold bearing rock and soil. Total production was 6,500 kilos in 1947, and 4,637 kilos in 1948.

Lead, obtained principally near Casapalca and worked by modern appliances at Pataz, occurs also near Atacocha. Production, 1947—39,000 m. tons. Export, fine contents, 1947—38,904 m. tons, value \$42,339,965 ; 1948—44,000 m. tons, value \$87,200,000.

Zinc comes mainly from the Casapalca district. Exports, fine contents, 1947—59,750 m. tons, value \$10,371,377; 1948—46,979 m. tons, value \$38,854,527.

Vanadium is mined by the Vanadium Corporation of America, at Minas Ragra, west of Cerro de Pasco, at an altitude of 16,500 feet. A new plant at Junasha began operations in 1945. Ore is taken over 5 miles of narrow gauge railway to Lake Pun Run, thence by water to Casa Laguna, then by 12 miles of railway to Ricrán Station on the Cerro de Pasco Railway. Ore is shipped in the raw state (average 15 per cent. metal), and in concentrates, and is about 45 per cent. of world supplies. Export (vanadium content), 1947—757 m. tons; 1948—803 m. tons, value \$3,166,140.

Bismuth. Peru is the largest world supplier. It comes from the smoke condensers of the Cerro de Pasco smelter at Oroya, and from the San Gregorio and Colquijirca mines in the Cerro de Pasco area. Exports: 1947—219 m. tons; 1948—252 m. tons.

The export of other minerals, in metric tons, was as follows :—

	1946	1947	1948
Antimony	1,096	—	1,247
Tungsten (WO ₃)	450	225	60
Molybdenum (MOS 2)	—	47	4
Sulphur	—	791	986
Manganese	12	—	—
White Arsenic	2,891	448	579
Induin metal (kilos)	—	—	450

Handsome black and gold marble is quarried 18 miles from Lima at Pachacamac. Salt is a Government monopoly.

Large deposits of **iron** in the form of hematite rest unexploited. The Marcona field, a State property, extends from the mouth of the Ica River, south to Puerto Lomas, at a distance of 10 miles from the coast. It is computed to contain 100,000,000 tons, yielding 60–65 per cent. of iron.

Limestone is present in the locality, but there is no fuel. There are large quantities of red hematite in the western Cordillera, near the source of the Mantaro River, 130 miles from the coast. There are smaller deposits of iron 60 miles inland from Paita, in the Tambo Grande district; at Aija, 60 miles inland from the port of Huarmey; and at Callaycancha, north of Aija.

Coal is raised for smelting. The tonnage mined by the Cerro de Pasco Corporation is 97 per cent. of the total production. Known deposits of bituminous coal and lignite are generally inaccessible. It is estimated that there are, in reserve, between 700 million and 128 thousand million tons of anthracite, 36 million tons of bituminous deposits, and 35 million tons of lignite. Anthracite is mined at Huayday, 75 miles from Salaverry. Coal production is about 189,000 m. tons, of which 20,520 m. tons were exported in 1948.

Guano is a Government monopoly. The deposit is worked as a mineral chiefly upon the islands, which are taken in rotation after 2½ years' rest. Production in 1947 was 160,445 m. tons.

Cost of Living:—The cost of living, aggravated by adverse exchange, has been rising since 1920. Housing accommodation has

been restricted and building materials have been dear. More attention is given to export than to food crops for home consumption, making vegetable foods expensive. Butter, cheese and meat fetch high prices at retail, partly because of difficult inland transport. The import tariff leads to exorbitant charges for clothing and articles both of necessity and luxury. Taking the index figure for 1934-36 as 100, the cost of living was 366 for March, 1948.

Here are some selected prices at official exchange rates: cheap house, £20 a month; inferior man's suit, £15; medium quality shoes, £3; school fee, £4. 10s. a month; cheese, 8s. 3d. a lb.; butter, 4s. 7d.; bacon, 9s. 6d.; tea, 21s.; egg, 6d.; tin of fruit, 7s. 6d.; tin of powdered milk, 10s. 3d. (fresh milk rare); cake of soap, 1s. 3d.

Colonization:—Attempts have been made to populate the vast tropical region in the eastern portion of the country. The most important scheme is for the settlement of 12,500,000 acres in the district between the Huallaga and Ucayali Rivers, now tapped by a main road from Lima. Another plan is for the settlement of 3,000,000 acres near the Satipo River. On the Perene Colony, 10 miles north of La Merced, coffee, fruits and fibres are grown with Indian labour. The colony is connected by a motor road, 100 miles long, with Oroya. The Peruvian Corporation, the owners of the property, have large undeveloped tracts of land.

Note:—Immigration has been restricted since 1930. No visas are given to third class passengers unless they are in possession of at least \$2000.00.

INDUSTRIAL DEVELOPMENT.

Manufacturing Industries:—Peru is primarily a producer of raw materials, but local industries have made great advances of recent years in both productivity and quality. In this they have been encouraged by heavy tariff duties and by the depreciation of the currency. Foreign industrialists and commercial travellers would do well to visit the permanent exhibition of Peruvian industries opened by the Government at Lima. It would help them to assess their chances of competing with local products.

Most of the industries are concentrated in the provinces of Lima and Arequipa.

The Peruvian cotton industry produces all the yarn, 70 per cent. of cotton piece goods, all knit goods and other wearing apparel used in Peru. There are 5 cotton spinning mills, 4 in Lima, 1 in Arequipa, operating 4,500 spindles. Seven textile mills in Lima and 4 elsewhere have 5,612 looms and 133,694 spindles. The annual consumption of cotton is over 217,000 quintals, and production is about 84 million yards of cloth and 9,940 metric tons of yarn.

There are 7 rayon weaving mills with 515 looms producing almost all Peruvian consumption. There is one rayon-twisting plant, producing 313,483 kilos of viscose filament yarn. Yarn is also imported.

The manufacture of woollen materials is progressing rapidly. There are 7 large mills in Lima, Cuzco, and other towns of the Sierra. Consumption of Peruvian wool is 5,712 metric tons. There are 10 large knitting mills in Lima, and their products—hosiery, jumpers, underwear, etc.—compare favourably with imported articles. Quite sound shoes at very low prices are turned out by the tanning

and shoe industries and satisfy local demand. The Peruvian Portland Cement Company turns out 1,800,000 barrels a year now. Paint and aluminium hollow ware factories are doing well. Excellent light beers (26 million litres) and mineral waters (700,000 litres) are produced. Peruvian flour has eliminated flour imports. Sweets, biscuits and chocolates are successfully manufactured at Lima. Great progress is also being made in the manufacture of soap, toilet preparations, and patent medicines. Matches are a Government monopoly. There is a modern meat packing factory at Callao. Imports of chilled meat and of canned foods has greatly decreased. There is a paper mill, a brass and iron foundry, and a ready-made clothes factory. A tyre factory produces 72,000 tyres a year.

Among other industries may be mentioned bricks and tiles; nails, screws, hardware; paints, colours, and varnishes; furniture, beds and bedsteads; glassware; bottles; edible and industrial oils; candles; chemicals and pharmaceutical products; paper and cardboard; toys; perfumes; conserves; groceries and provisions; dairy products; canned meats and fruits; poultry food; felt, straw and panamá hats; fancy leather goods; and many others.

The Government owned Corporacion Peruana del Santa, with a capital of 200 million soles, is erecting an iron and steel factory, a zinc refining plant, a cement mill and other heavy industries, at or near the Port of Chimbote. It is financing the hydro-electric works on the Santa River.

An 8-hour day has been established, and Labour Courts set up in Lima and Callao.

Water power resources are estimated at 4,500,000 horse-power. At the present time there are about 595 electric plants in Peru, of which 251 derive their power from water. The present production capacity of all domestic plants in Peru is about 225,000 kilowatts. Power produced in 1942 was 179,078,000 kilowatt-hours.

Roads:—In spite of the mountainous and difficult nature of the country Peru has a very fine system of roads. The centre of the system is the Pan-American Highway (2,936 kiloms) along the coast from Tumbes in the north through Piura, Chiclayo, and Huacho to Lima, and from Lima through Canete, Ica, Camana, Mollendo and Moquegua to Tacna and Arica in the south.

From Lima a road runs north east through Canta and Cerro de Pasco to Huanuco and on to Pucallpa, on the Ucayali, a river navigable by vessels of 2,000 to 3,000 tons. Another goes from Lima through Chosica and Matucana to Oroya. There is a road north from Oroya to Cerro de Pasco, and another south-westwards through Huancayo, Ayacucho, Abancay, and Cuzco to Puno. Two roads run from Puno, one to Arequipa, and one to Guaqui. A new highway runs from Olmos, on the Pan-American Highway, 536 miles north of Lima, across the Andes to Bellavista, on the west bank of the Marañon (143 miles). The road is to be pushed on another 65 miles to a point near Puerto Menendez, whence Iquitos (450 miles) can be reached by steamer on the Marañon. Other roads, where possible, are indicated in the text. Excellent road maps are published from time to time in the "Andean Air Mail and Peruvian Times."

There are 31,000 kilometres of roads in good condition; 2,000 kiloms have been asphalted or paved.

FOREIGN TRADE.

		Exports. Soles.	Imports. Soles.
1945	.. .. .	674,530,269	549,885,643
1946	.. .. .	983,583,000	802,306,000
1947	.. .. .	1,002,943,010	1,091,957,000
1948	.. .. .	1,055,833,000	1,090,623,000

In 1948 Great Britain supplied 6.9 per cent. of Peruvian imports and took 16.2 per cent. of her exports. U.S.A. figures were 54.2 and 25.2.

These figures are inclusive of the movement of trade through the port of **Iquitos**.

NATIONAL DEBT. (June 30, 1945).

External Debt	U.S. \$151,267,955 ; £5,016,070
Internal Debt :	
Consolidated	S.250,153,427 gold ;
Floating	S.646,358,999 gold ; £23,868

Foreign Capital :—According to the *South American Journal* the amount of British capital invested in Peru and quoted on the London Stock Exchange in 1948 was £25,133,624, with £2,922,000 in Government Bonds, and £22,211,624 miscellaneous. Average interest was 1.3 per cent. No interest was paid on £19,159,764. American direct investment is \$81,597,000.

CURRENCY, WEIGHTS AND MEASURES.

The unit of monetary value is the sol, which is divided into 100 centavos. Free market exchange rates (January, 1950) are about 15.80 soles to the U.S. \$ and S42 to the £. The official rates (used for Government transactions) are S6.50 to the U.S. \$, and S18.20 to the £.

Silver alloy coins are for one sol, 50, 20, 10, and 5 centavos. The bronze alloy coin is for 50 centavos ; and the nickel coins are for 20, 10, and 5 centavos. The copper coins are the 2-centavo and 1-centavo pieces. Bank-notes are for 100, 50, 10, and 5 soles.

The **metric** system of weights and measures is general along the coast and in the more populous centres. Other weights and measures used in the interior include the :—

Onza	= 1.014 oz. avoirdupois	25 libras	= 1 arroba.
Libra	= 1.014 lb. "	1 vara	= 0.927 yard.
Arroba	= 25 lb. "	1 square vara	= 0.859 square yard.
Quintal	= 101.44 lb. "	1 peruvian gallon of wine	
Carga	= 364 lb. "		= 6.70 imperial galls.

POSTS AND TELEGRAPHS.

Peru is a member of both the Universal Postal Union and of the Pan-American Postal Union. To Spain, Canada, the United States and Latin America the letter postage is the same as the Inland Rate, that is, 20 centavos per 20 grammes ; to other foreign countries 30 centavos for the first 20 grammes, and 20 centavos per 20 grammes additional.

Outward **mails** are despatched weekly *via* Panamá for the United States and Europe, and *via* Valparaiso for Buenos Aires. Home-ward mails arrive weekly.

Letters for transmission by **air mail** require prepayment at varying rates (\$1.70, to Europe). Air mail rates from U.K. to Peru, see page 30.

The **National Telephone Company** of Peru was formed in 1928. It has to-day a considerable system of land lines, but these are widely supplemented by the use of radio for transmitting telegrams.

There are three submarine cables between Peru and Chile, and two between Peru and the northern republic. The West Coast of America Telegraph Co. and All America Cables & Radio, Inc., own cable lines. Wireless stations have been established at 37 points, including Iquitos, and powerful stations at Lima are owned by the West Coast of America Telegraph Co., Ltd., and All America Cables & Radio, Inc., for the transmission of wireless telephony and telegraphy to most parts of the world.

Broadcasting services have been established in Lima and Arequipa. Reception from abroad is, on the whole, very satisfactory on short waves : there is a singular absence of static.

PUBLIC HOLIDAYS.

January 1 : New Year.	June 29 : SS. Peter and Paul.
January 6 : Epiphany.	July 28, 29, 30 : Independence.
Feb. or March : 2 days' Carnival.	August 15 : Assumption.
March 19 : San José.	August 30 : Sta Rosa.
March or April : Maundy Thursday, Good Friday.	September 24 : Our Lady of Mercy.
April or May : Ascension.	October 12 : America Day.
May 1 : Labour Day.	November 1 : All Saints.
May or June : Corpus Christi.	November 27 : National Holiday.
June 24 : Indian (half) day.	December 8 : Immaculate Conception.
	December 25 : Christmas.

THE PRESS.

The principal daily papers are : "El Comercio," "La Crónica," "La Prensa," The first publishes afternoon editions. At Iquitos there is "El Eco." The "Andean Air Mail and Peruvian Times," published weekly in English, issues special numbers of exceptional interest. The official gazette is "El Peruano."

INFORMATION FOR PASSENGERS.

The coastal section is most agreeable for the visitor from January to April, inclusive. Palm Beach suits are then the most comfortable wear. During the cooler months (June to November) the climate is damp without much rain, but with little sun at Lima and along the coast. For all but the four hot months light English summer clothing is the most suitable. The temperature rarely falls below 60 F. or rises above 80 F. For travelling in the higher altitudes both summer and winter clothing should be taken, including a winter overcoat or at any rate a light-weight waterproofed overcoat.

Travellers must carry passports and obtain a visa costing U.S. \$10 at a Peruvian Consulate. The necessary documents are :—(1) A vaccination certificate ; (2) Police certificate ; (3) health certificate ; (4) a certificate from a recognized banking or commercial institution crediting the bearer with sufficient funds to support himself and members of his family. Five photographs are needed. Second or third class passengers who travel to Peru with the object of settling for a period of more than sixty days must also be in possession of documents proving that they have a minimum capital of \$2,000 gold or, failing that, a contract with some firm or person resident in Peru. The foreigner in possession of two thousand soles must deposit it with the steamship or other transportation company, the receipt for which must be produced on presenting the passport for the *visa* of the Peruvian consul. This deposit will only be returned to the foreigner on fulfilment of the legal requisites regarding residence and registration and on the authorization of the Director-General of Police.

All persons reaching a Peruvian port must register with the police within 48 hours

of landing if they mean to stay less than 60 days (three spare photographs are necessary). If that period is exceeded an "Identity Card" must be taken out. It costs \$30 per half year for men, and \$20 for women. All persons leaving Peru have to get a sailing permit from the police.

The Government has waived passport requirements for tourists visiting Peru in order to stimulate travel.

Guidance for Commercial Travellers.

A licence valid throughout the country may be obtained on payment of a single fee. On entering the country a commercial traveller must report to the Customs Authorities, and there comply with certain formalities covering identification of his person and the examination, listing and pricing of his samples. A descriptive list certified by the United Kingdom customs authorities will be recognised by the Peruvian Authorities. Samples are subject to duty, but a guarantee from an approved banking or commercial house is accepted in lieu of cash. In order to qualify for a refund of duty paid, or cancellation of a guarantee, travellers must re-export their samples within six months from date of entry. Samples may only be brought in and taken out through major ports. The buying seasons are :—January and February for the cool season beginning in May; June and July for the summer season beginning in December.

The traveller, before sailing, is advised to get a Consular invoice for his samples if valued at £5 or upwards. The Consular fee of 6 per cent. *ad valorem* plus 1 per cent. *ad valorem* "unemployment tax" are collected in Peru in all cases. These fees are not recoverable.

PERUVIAN RAIL ROUTES.

There are about 1,900 miles of railway, the principal lines being those operated by the Peruvian Corporation Ltd. These are :—

The Central Railway, a standard-gauge line from Callao to Huancaayo, 298 miles distant, on the Atlantic side of the Andes, with branches to Morococha (9 miles from Ticio), and northwards from Lima to Ancón, from which point the North-Western Railway connects with Huacho and Sayan. There is a State line from Huancaayo to Huancavellica.

The most important in the country, and the highest standard-gauge railway in the world, it offers vistas of a grandeur hardly exceeded in any part of the world. The views between Lima and Oroya are as majestic as anything in the Alps.

Sunday excursions are arranged to Rio Blanco, and in this ride of 74 miles, during which an ascent is made to 11,500 feet, much of the most picturesque scenery can be viewed. Galera station, 98 miles from Lima, stands at 15,680 feet, and Oroya at 12,225 feet. The highest point on the line, La Cima, is 15,805 feet above the sea.

There are 65 tunnels and 67 bridges. There are 15 "zigzags" at points where the steep mountain-side permits of no other means of ascent, which is accomplished without the use of a rack line.

The Southern Railway of Peru runs from Mollendo *via* Arequipa to Juliaca and Cuzco. From Juliaca a spur is carried to Puno, on the western shore of Lake Titicaca. The company's steamers, Puno-Guaqui, connect with trains from Guaqui to La Paz,

Bolivia. From La Paz there are all rail routes to Arica, to Santiago, and to Buenos Aires. See page 191.

The Trujillo Railway:—The terminus is at the port of Salaverry, which has a well-equipped mole with excellent landing facilities. It runs to Ascope with branches to Cartavio and Menocucho, and serves a sugar-growing district. The extension to the coal mines of Huayday has been completed as far as Cimbron.

The Chimbote Railway:—The line to Tablones (57 kilometres) is owned by the Peruvian Government. A State-owned extension is open to Huallanca.

The Pacasmayo Railway connects the port of Pacasmayo with the towns of Guadalupe (42 kilometres) and Chilote (105 kilometres), traversing a productive district chiefly devoted to rice. There is a daily service of trains to Guadalupe, and a bi-weekly service to Chilote. From various points on the line easy horseback journeys can be made to other centres, for instance, to Chocope, Chiclayo, and Cajamarca.

The Pisco to Ica Railway, 46 miles, is the highway by which the products of the departments of Ica, Ayacucho, and Huancavelica reach their coastal outlet at Pisco, one of the oldest of the Peruvian ports. After traversing the plain of Chunchanga, between the Ica and Pisco rivers, the line changes its direction at the village of Guadalupe, where it crosses the Ica Valley and reaches Ica.

The Paita to Piura Railway is a well-kept standard-gauge line 60 miles in length, passing through a fertile district.

State Railways.

Of the railways under State management the more important are :—

The Peruvian North-Western Railway, with headquarters at Huacho, connects Huacho by a winding course with the Central Railway at Ancón. There is a through connection to Lima daily.

Ilo to Moquegua Railway, 102 kilometres long, links the fine port of Ilo with Moquegua, the capital of its province.

The Cuzco-Santa Ana (or F.C. de Convención), 110 km., runs through the fertile tropical Urubamba Valley. This is the line to the ruins at Macchu Picchu. Gauge, .91 metre.

Other State lines detailed in the text.

Private Railways.

Four mining companies own private lines, the chief being that of the Cerro de Pasco Corporation. Regular services are maintained by this company between Oroya and Junín, Cerro de Pasco and Goyllarisquisga in connection with the Central Railway. There are plantation railways on some of the sugar estates. The Eten and Pimentel Railways are owned by the proprietors of the piers.

THE JOURNEY TO CUZCO.

Mollendo—Cuzco (Southern Railway).

As the sea is left behind, a steady climb begins, winding in, out and around the foot-hills. The Tambo Valley comes into view on the right, and miles of fields with alfalfa, sugar-cane, and cotton contrast with the barren slopes on the left. Sahara is not more devoid of vegetation than the foot-hills of the Andes on this coast. At every station there is a little oasis irrigated by water from the

railway tanks, and these places are veritable tropical gardens, a vivid testimony to the fertility of the soil and climatic conditions. Water would make these millions of acres of hillside and plateau one of the fruitful places of the earth. Cotton plants are seen in several of these gardens, twelve or more feet high, with blossoms and mature bolls on the same bush throughout the year. Cotton, corn, figs, cane, and roses grow side-by-side in luxuriance.

The sand dunes near La Joya, on the broad level plateau about half-way between Mollendo and Arequipa, are unique in formation and appearance. The main formation of the plateau is a coarse, brownish lava sand which appears too heavy to be blown. Scattered irregularly are curious dunes of a light grey ash colour. All crescent-shaped and of varying sizes, they are from 30 to 100 ft. across and from 6 to 15 ft. high, with the points of the crescent on the leeward side. The dunes creep across the desert in a northerly course at the even rate of 40 to 60 ft. per year, driven by the wind. The sand is slowly blown up the convex side and drifts down into the hollow side of the crescent.

A day or two may be very pleasantly spent in Arequipa, which has already been described in the text.

The early morning scene from the train as it winds its way up the valley from Arequipa towards Cuzco is enchanting. In the foreground are irrigated fields of alfalfa, wheat, and other grains. With but one tunnel, few bridges, and no switchbacks, the ascent is made by almost even gradients. The divide is crossed at Crucero Alto, the highest point upon the Southern Railway, 14,688 ft. above, and 210 miles from the sea.

The first mountain lakes are seen soon after crossing the summit, and the mountain-sides and canyons are covered with flocks of sheep, llamas, alpacas, with occasionally vicuñas. The two largest lakes seen from the train are Lagunillas and Saracocha. These two are very pretty and both come into sight at the same time from opposite sides of the train, which winds along their edges for nearly an hour. Wild duck and other fowl offer good sport. As the descent continues streams become more plentiful. Signs of cultivation appear, and in a few hours the scene changes from desolate mountain peaks to fertile pampa, carrying a fairly populous agricultural community.

The trains arrive at Juliaca in the evening, where passengers for Cuzco spend the night.

In the first hundred miles north from Juliaca towards Cuzco, the train again reaches an altitude of over 14,000 ft, this time on the ridge from which water flows one way back into Lake Titicaca, and the other way down to the Amazon and so to the Atlantic. This hundred miles has been cultivated in every available spot, and is well watered by mountain streams from the glaciers. The cultivation is primitive. Flocks of sheep, llamas, and alpacas are met, always herded by Indian women. Scattered herds of cattle, a few horses and pigs indicate a diversity of agriculture.

After the summit is passed at La Raya, the descent is rapid. The passenger watches the engine wind round the short curves as it follows the course of a widening stream down the narrow canyon.

There are thrills as the shriek of the whistle and the grinding of the brakes tell that the driver is trying to stop the train before it runs over some Indian driving his pack mule, or some herder attempting to cross the track with his flocks.

The valley widens, fields become greener, buildings look more livable in, towns are more frequent, and cultivation more general, reaching higher up the steep slopes. Piles of stones, occupying in many fields a larger area than remains to cultivate, testify to the patience and industry of the Indians who have cultivated these slopes for generations.

Inca ruins come into view from the train windows. Every little pueblo has its church ; every prominent hilltop is mounted with a cross ; open outdoor shrines are scattered here and there, and every hut and habitation carries a small cross.

PERUVIAN EMBASSY AND CONSULATES IN GREAT BRITAIN.

CHANCERY, 52 Sloane Street, S.W.1	DESIGNATION.	NAME.
	Ambassador Extraordinary and Plenipotentiary	Sr. Don Ricardo Schreiber, K.B.E.
	Minister-Counselor	Carlos Porras.
	Third Secretary ..	Carlos V. Gamarra.
	Commercial Attaché	Jack Gubbins.
Liverpool	Consul-General ..	Alberto Perez Saez.
31 Dale St.	Chancellor	Narciso de la Colina.
London	Consul-General ..	Federico Elguera.
52 Sloane Street, S.W.1		
Belfast	Consul	Raymond Augustine Burke.
Birmingham	Consul	F. Hickinbotham.
Hull	Consul	Arnold P. Woodcock.
Newcastle-on-Tyne ..	Consul	Herbert Allison.
Cardiff and Swansea ..	Vice-Consul	Alfred Bovey.
Glasgow	Consul	Wm. Lister Lumsden.
Dublin	Consul-General ..	Douglas T. Figgis.

BRITISH EMBASSY AND CONSULATES IN PERU.

The letter (L) denotes that the Consular Officer has authority to register *lex loci* marriages.

RESIDENCE.	RANK.	NAME.
Lima	Ambassador Extraordinary and Plenipotentiary.	James Leishman Dodds, K.C.M.G.
	(L) 1st Sec. H. of Chancery and Consul	R. H. K. Marrett, O.B.E.
	2nd Secretary and Vice-Consul ..	R. J. Kirwin, M.B.E.
	1st Sec. (Comm.) ..	G. Hiller.
	2nd Sec. (Comm.) ..	D. Mc.Gordon, (desig.)
	1st Secretary (Labour)	W. E. Oakley Evans.
	Pro-Consul	D. H. Beckett.
Callao	(L) Vice-Consul ..	C. B. G. Wilson.
Mollendo	(L) Vice-Consul ..	C. J. Bowes.
Paita	(L) Vice-Consul ..	—
	Pro-Consul	A. Foster.
Talara	(L) Vice-Consul ..	G. A. W. Simpson.
Iquitos	(L) Consul (Act.) ..	A. V. Christie.

The United States are represented by an Embassy and Consulate at Lima, with Consular-Agents at La Oroya, Mollendo, Salaverry, Iquitos and Arequipa ; Canada by an Embassy at Lima.

EL SALVADOR

Communications: External:—The quickest route from England is to New York, by air to New Orleans or Miami, and on by air to San Salvador. A Brownsville route *via* Mexico is flown by Pan American Airways. Brownsville to Mexico City (2 hours 20 minutes); to Guatemala City (5 hours from Mexico City); to San Salvador (50 minutes from Guatemala City). The same company has services from Miami to Cristóbal (6½ hours) connecting with planes to San Salvador (6½ hours), *via* Panamá, David, San José, Managua and Tegucigalpa. There is a direct daily service between New Orleans and San Salvador (5 hours 10 minutes). Cristóbal is on the east and west coast routes from South America to the United States.

"TACA" (cargo and passengers) direct service between San Salvador and New Orleans daily (6 hours). The "Skytrain" between New Orleans and San Salvador is for freight only. TACA also has a daily service direct to all the capitals of Central America and a service to Mexico City.

Alternatively, and more cheaply, train can be taken from New York to New Orleans, and a United Fruit Company boat on to Puerto Barrios (Guatemala). International Railway takes the passenger to San Salvador in 20 hours. This company also plies from New York and Philadelphia to Puerto Barrios; it also has a service from New Orleans to the Panamá Canal, where trans-shipment is made to the ports of El Salvador. The Grace Line runs freighters (with limited passenger accommodation), from the Californian ports to El Salvador.

A good route from England, normally, is by Royal Mail Lines to Cristóbal, and/or the Pacific Steam Navigation Company. (Agent for these lines at San Salvador: S. M. Stadler & Co., Edificio Escobar Primera Calle Poniente No. 14).

From their Central American capitals, San Salvador can be reached by the planes of either Pan American Airways or of the "TACA" Company which connects the capitals of Honduras, Guatemala and Nicaragua with San Salvador. Servicio Aereo de Honduras, (SAHSA), a Pan-American affiliate, flies between British Honduras, Honduras, and El Salvador.

From Guatemala City there is a railway to San Salvador (2 days), and a road (7-8 hours), part of the Pan-American Highway and in good condition the year round.

Internal:—See "Roads and Railways." Internal air services are not yet well developed.

San Salvador, capital of the Republic and the chief commercial centre, has a population of 110,000. It is over 2,200 feet above sea level and 23 miles from the port of La Libertad, to which there is a modern asphalt motor road. The climate is semi-tropical and healthy; the water supply pure and abundant. (Average temperature, 73.4 F.; average rainfall, 72 inches). The city, repaved and drained throughout, is modern, with a style of architecture dictated by the liability to earthquakes. There are good motor-bus services, taxis-cabs, and many motor-cars, private and for hire.

San Salvador is largely a modern city, but the visitor will enjoy its handsome parks and government buildings, its fine houses and wealth of tropical flowers. There are colourful festivals during Holy Week and the fortnight preceding August 6. At the edge of the city is the Campo de Marte, with tennis courts, a base ball court, football grounds, etc. There is also a handsome modern Stadium built of concrete. A visit should be paid to the church of Panchimalco, near San Salvador. The delightful scenery of Lake Ilopango is only 10 miles away. A road is open to La Unión.

Hotels:—Astoria, an up-to-date hotel; Nuevo Mundo; Casa Clark; Hotel Espana; Hotel International. First two hotels: U.S. \$9.00 a day.

Clubs:—International, admits foreigners, and has a branch at La Libertad, much

frequented during the dry season, November to May; the Country Club, a few miles from the City, has the best golf course in Central America, also tennis and basketball courts. The Automobile Club of El Salvador has a chalet for bathing at Libertad; the Casino Salvadoreño (foreigners admitted) has an excellent restaurant, and the Circulo Deportivo have handsome swimming pools.

Rail:—Salvador Railway Co.: West to Santa Ana, Sonsonate and Acajutla. International Railway of C.A.: East to Cojutepeque, San Vicente, Usulután, Zacatecoluca, San Miguel, and La Unión; West to Santa Ana (*via* Lempa Valley) and to Ahuachapán, Guatemala and Puerto Barrios.

Bank of London and South America.

Federation of British Industries:—Refer S. M. Stadler, O.B.E., Edificio Escobar.

All America Cables & Radio, Inc.:—672 Esq. 2a Calle Poniente y 5 Avenida Sur.

Acajutla, with a population of 2,500, is a port serving the western and central zones of the Republic. It is 100 kilometers from both San Salvador, the capital, and Santa Ana, second city and centre of the richest coffee section. Regular services of stream lined passenger cars cover the distance in 3 hours. Calls are made by the United Fruit Company steamers from Cristóbal, by Grace Line, and other steamers. The port is an open roadstead; vessels anchor some 1,000 metres from the end of the pier in 7 fathoms of water, and loading and unloading is by lighter.

The port is being modernised, and the old town is being rebuilt inland. New steel frame offices and a warehouse with a capacity of 100,000 bags of coffee have been built. To-day, Acajutla, with its excellent loading and unloading facilities, handles about 40 per cent. of the total coffee exports.

Hotel:—Occidental.

Ahuachapán, capital of the Department of the same name, with a population of 31,249, is 72 miles from San Salvador, and 22 from Sonsonate. It is one of the most important distributing centres in the north-west of the Republic. Chief products: coffee, cereals, tobacco, sugar. A branch railway connects the town with Santa Ana and San Salvador. Sonsonate is reached by motor-car *via* Progreso. An international bridge over the River Paz opens a new route to Guatemala. Altitude, 2,470 feet, and a healthy climate.

Hotel:—Palace.

Chalchuapa, an urban centre of 28,000, ten miles from Santa Ana, is served by the rail motor service running from Santa Ana to Ahuachapán and by a motor road. Fine colonial church and Maya ruins.

Hotel:—España.

Cojutepeque, capital of the Department of Cuscatlán, is 16 miles from San Salvador, which can be reached by rail or road. The town is famous for its cigars, smoked sausages, and tongues, and for an annual fair held on August 29th. The products include rice, coffee, sugar, and indigo. Lake Ilopango and the volcano of Cojutepeque are both in the vicinity. There are passable roads to Sensuntepeque and Ilobasco. Population, 20,000.

Hotel:—America.

Ilobasco, with a population of 20,000, lies 40 miles north-east of San Salvador, and about 20 miles from Sensuntepeque. An annual fair is held on September 29. It lies in an area devoted to cattle raising, coffee, sugar, and indigo. Pottery is manufactured; the miniature clay figures are renowned. The surrounding scenery is exceptionally beautiful. A good motor road runs to San Salvador.

Hotel:—Torres.

La Libertad is the chief passenger port of the Republic. It is 23 miles from San Salvador; there is a fine highway (1½ hours). For this reason the port is made a place of call by the United Fruit Line, (connections for Jamaica, Havana, and European ports for Liverpool; also for Peru and Chile), Grace Line between San Francisco and Cristóbal, and nearly all other steamers. Discharge is by lighter. Population, 3,500. Coffee, sugar, sisal, and indigo are exported.

Hotels :—Miami, U.S. \$2.50, with meals; El Faro, U.S. \$2.

La Unión, capital of the Department of that name, stands on the Bay of Fonseca, across which there are steamer, motor-boat, and barge services to Amapala, Honduras, and Puerto Morazan, Nicaragua. Population, 7,000. It is 155 miles from San Salvador and 37 from San Miguel. Steamers drawing 25 feet go alongside at Cutuco, distant one mile and provided with good rail facilities. Regular services to San Francisco, Cristóbal and New York. This is the principal port, handling 57 per cent. of the imports and 31 per cent. of the exports. Through trains run to San Salvador (8 hours). United Fruit and Grace Line vessels call.

A local industry is the fashioning of objects from the shell of tortoises caught in the Gulf of Fonseca.

Hotel :—America, U.S. \$3, with meals.

Rail :—Internacional Railway of Central America.

Santa Ana, capital of the Department of Santa Ana, is 48 miles from San Salvador and 66 from Acajutla. Population, 75,000; altitude, 2,100 ft. The second city of the Republic, it is an important business centre and the metropolis of the western zone. The main business is in coffee. Good roads run to Guatemala City, northwards to Metapán, southwards to Sonsonate, Acajutla, Ahuachapán and San Salvador. Santa Ana is a terminal for the Salvador Railway. The town is famous for a special kind of delicious confection made there. See the churches.

Hotel :—Florida, C6.

Rail :—Salvador Railway and International Railway.

Santa Tecla (or Nueva San Salvador), 8 miles from the capital, 800 feet higher and much cooler, is a coffee-growing and balsam centre. Population, 33,331. There is an asphalted roadway and a bus service to San Salvador. The huge crater of San Salvador volcano is easily reached from the town.

San Miguel, capital of the Department of San Miguel, has a population of 37,000. It stands at the foot of the San Miguel volcano, 117 miles from San Salvador, 37 from La Unión, and 73 from San Vicente. The chief products are coffee, sisal fibre, cattle, cotton, indigo, and cereals. Silver mining has been carried on in the locality, and some old gold mines have been reopened. The commercial importance of the town has decreased since the opening of the International Railway, which has deflected to the capital business transacted in San Miguel in the days of mule and ox transport. Roads open to La Unión and to Tegucigalpa (Honduras); Pan-American Highway to San Salvador (3 hours by car). See the old cathedral.

Hotels :—Hispano-Americano, U.S. \$3.50; Pension Vaquero, U.S. \$2.50.

Rail :—To San Salvador and La Unión (Cutuco).

Santa Rosa is best reached by launch from La Unión to Manzanilla, 14 miles, and on by mule trail to Santa Rosa, 16 miles. Another route is by train from San Salvador, La Unión to San Miguel, then by car for 16 miles or so through Divisadero. The gold and silver mines on which the town depends are once again in production. Population, 10,000.

San Vicente, capital of the Department of San Vicente, stands on the Acahuapa River, near the foot of the San Vicente volcano, 44 miles from San Salvador and 63 from San Miguel. Shawls and other woollen goods are manufactured as well as hats, cigars, and sugar. The chief products are corn, tobacco, indigo, coffee, fruits, sugar-cane. The population is 24,723; Carnival day is on November 1. It was severely damaged by earthquake in 1937. See the colonial church, "El Pilar," the most original in the country.

Hotel :—Iberia, U.S. \$3, with meals.

Rail :—International of Central America.

Sonsonate, capital of the Department of Sonsonate, stands on the Salvador Railway, 53 miles from San Salvador and 12 from Acajutla, in the centre of a rich agricultural district producing coffee, sugar, hides, tobacco, rice and balsam. Cotton cloth, cigars and baskets are local industries. An important market is held every Sunday. The adjacent Izalco volcano is active. Population, 17,000. Sonsonate is famous for its cream cheeses, milk and butter. See the cathedral and church of "El Pilar." There is a road to San Salvador.

Hotel :—Palace, U.S. \$3, with meals.

Usulután, capital of its Department, is 60 miles from La Unión and 100 miles from San Salvador by International Railway. Tobacco, bananas, maize and beans are the main products, and there is a certain amount of tanning. Population, 19,000.

Hotel :—Central, U.S. \$3, with meals.

Zacatecoluca is 60 miles from San Salvador, whence it is reached (or from La Unión) by railway or by a macadamized road. The surrounding district is given over to cattle raising, tobacco, coffee, cotton, sugar and vanilla. There are cigar factories and hand looms. Population, 24,000.

Hotel :—Italia, U.S. \$3, with meals.

PHYSICAL FEATURES.

El Salvador, the smallest but most densely populated of the Central American Republics, is bounded on the north-west by Guatemala, on the north and east by Honduras, on the south-east by the Gulf of Fonseca, and on the south by the Pacific Ocean. It has no seaboard upon the Atlantic. Its area is about 21,205 square miles. The coast line is 160 miles long. Two mountain chains cross almost the entire country, sending out numerous spurs enclosing valleys of great fertility. The most important valley is that of the River Lempa.

The two important bays are La Unión and Espíritu Santo (Jiquilisco) and there are three considerable inlets, Mandingo, Jaltepeque and Santiago.

Fourteen mountains or volcanoes exceed 3,000 feet in height. The highest are San Miguel (7,100 ft.), San Vicente (7,246 ft.), Santa Ana (7,950 ft.), and San Salvador (6,000 ft.). The Izalco volcano, close to Sonsonate, is the most active in Central America. Its almost continuous flames are a guide to mariners on the Pacific.

The chief rivers are the Lempa, Paz, San Miguel, Goascorán and the Jiboa. The Lempa flows through the entire Republic. They are navigable by small craft only.

There are picturesque lakes, of which Lake Guija is the largest (15 miles long and 5 miles wide). Lake Ilopango is 9 miles long and 3 miles wide. They are navigable by shallow-draft vessels. The third, Lake Coatepeque, is a popular holiday resort.

The **population** is estimated at 2,100,000. Of this the purely native race composes about 10 per cent. The remainder are of white or of "ladino" (i.e. mixed) race. A few of the Indians, notably the Panchos from Panchimalco, near the capital, the Izalco Indians, and a tribe near the volcano of San Miguel, retain more or less their old traditions and dress. The birthrate is 38.1 per 1,000, and the death rate 20.5 per 1,000.

The **climate** varies according to the altitude; along the coast and in the low-lying country it is extremely hot. In the uplands the temperature varies from 50 degrees Fahr. to 97 degrees in the shade. March to May are the hottest months. The rainy season begins in May and continues until the beginning of November. November to January are the pleasantest months. The average yearly rainfall is about 100 inches. The country is subject to earthquakes, volcanic eruptions, cyclones and periodical torrential rains. Occasionally, during June or September, there is a spell of continuously rainy weather, called a *temporal*. This may last any time from two or three days to as many weeks.

GOVERNMENT.

In 1944, the 1886 Constitution was reinstated with certain amplifications.

Legislation is in the hands of a congress of 42 deputies, 3 for each department, elected for one year by universal suffrage. Voting is obligatory for men. The President, who wields the executive power, holds office for four years, and carries on the administrative business of the Republic with a Ministry of five.

There are a Supreme Court, several courts of First and Second Instance, a Court of Third Instance, and a number of minor courts. All judges of First Instance are appointed by the Supreme Court for a term of two years; those of Second and Third Instance are elected by the National Assembly for a similar period.

There are 14 administrative departments under Governors appointed by the President, who hold office for four years.

The language of the country is Spanish. English is frequently understood in commerce, but Spanish should be used for letters, catalogues, etc.

The prevailing religion is Roman Catholicism. An archbishop has his seat in San Salvador, and there are episcopal sees at Santa Ana, San Miguel, and San Vicente. Education is free and obligatory,

and there is a National University.

JUNTA OF GOVERNMENT.

Mayor Oscar A. Bolaños

Dr. Humberto Costa.

MINISTRY.

Foreign Affairs	.. .. .	Miguel Rafael Urquía.
Finance	.. .. .	Romeo Fortín Magaña.
Culture	.. .. .	Prof. Rubén H. Dimas.
Defence	.. .. .	Lt. Col. Fidel Quintanilla.
Public Works	.. .. .	Engineer Geraldo O'Byrne.
Labour	.. .. .	Enrique Antonio Porrás.
Agriculture	.. .. .	Enrique Álvarez Drews.
Interior	.. .. .	Carlos Hayén, h.
Social Assistance	.. .. .	Eduardo Barrientos.

A SALVADOREAN CALENDAR.

- 1526 Conquest of Salvador completed by Pedro de Alvarado.
- 1821 Declares itself independent of Spain.
- 1823-39 A member of the Central American Federation.
- 1841 Declares itself an independent Republic. Constitution promulgated.
- 1863 General Barrios defeats the Guatemalan Army at Coatepeque. Honduras joins Salvador against Costa Rica, Nicaragua and Guatemala. The ultimate victory is with President Carrera of Guatemala, who occupies Salvador.
- 1885 A defensive alliance made between Salvador, Nicaragua and Costa Rica against Guatemala. President Barrios invades Salvador and is killed in battle.
- 1886 Peace made with Guatemala.
- 1889-90 Insurrection under General Rivas suppressed by Government forces.
- 1898 War with Guatemala and Honduras. Peace signed. Salvador joins the "Greater Republic" of Central America, of which Costa Rica, Nicaragua, and Honduras are members.
- 1898 President Gutiérrez deposed because of his proposed federation with Honduras and Nicaragua.
- 1899 External debt of £720,000 taken over by the Salvador Railway Company in exchange for concessions.
- 1925 Fourth centenary of San Salvador.
- 1941 Declares war on Axis.

NATURAL RESOURCES.

Salvador's important advantages as a **coffee**-producing country lie in the low cost of production, the nearness of the plantations to the sea-ports, abundant cheap labour, and railways and roads in the coffee districts. The area cultivated is 109,958 hectares, and the number of coffee trees is estimated at 140,000,000. The quality is good, and commands high prices, especially in the U.S.A. Coffee plantations are numerous in Usulután, San Miguel, San Salvador, San Vicente, Santa Ana and Ahuachapán. Picking starts in November and continues for three months. Shipment of the season's crop goes on until the following October, which is regarded as the end of the season. Coffee exports are made through Cutuco, Acajutla, La Libertad, and Puerto Barrios, and constitute 79 per cent. of total exports, 90 per cent. of which go to the U.S.A. Local consumption is about 130,000 bags. Production, 1949-50 (estimated)—850,000 bags. Exports: 1947-48—839,376 bags; 1948-49—1,084,000 bags.

Soil and climate are well adapted to **sugar**. Large tracts of land are planted to cane near Sonsonate and San Salvador, where there are a number of refineries. The area under sugar is 10,175 hectares, and the production in 1948-49 was 450,000 quintals of refined sugar, from 400,000 to 500,000 quintals of panela, and 2,035,000 gallons of molasses for the making of alcohol. Local consumption is 360,000

quintals. Exports : 1947—2,544 m. tons, value, U.S.\$1,239,232 ; 1948—17,735 m. tons, value U.S.\$4,701,725.

Henequen (sisal) is grown on 5,631 hectares. Cutting is from January to April. Yield is about 52,000 quintals a year. Much of it is used locally in making bags (about 1,650,000), and there are small exports of both fibre (315 m. tons in 1948) and bags.

Maize, beans, rice and millet (337,000 metric tons) are grown mainly for local consumption. Export of rice, 1948—1,872 m. tons. The production of sesame seeds was about 18,100 m. tons in 1948-49. Export, 1948—4,147 m. tons, value U.S.\$2,655,057.

Indigo, once a main article of export, is still exported to Peru and Mexico. Export is under 50 m. tons.

Peruvian **balsam**, in spite of its name, is very distinctly a Salvadorean product, collected in the forests by native workers. It is grown on the Pacific Coast, between La Libertad and Acajutla, the Costa del Bálsamo, as it is called. Trees are tapped when they are about 25 years old. The balsam is cooked in large vessels locally. Export, 1947—96,570 kilos, value U.S.\$361,868 ; 1948—106,274 kilos, value U.S.\$345,992

Beans (frijoles) are produced in excess of local requirements. Fruits, including oranges, pineapples, mangoes, papayas, tomatoes, avocados, coconuts, bananas and custard apples, are plentiful. Hardwoods are obtained from the mountain and forest district, as well as kapok, which is locally called pochote. The production of honey is 703,000 quintals a year. Some 20 per cent is consumed locally and the rest exported. (284,060 quintals in 1948).

The cultivation of **tobacco** is officially encouraged. Present production is about 180 m. tons. Very good **cotton**, 101,933 quintals (of 46 kilos), was grown in 1948-49. About 45,000 quintals are consumed locally. Exports, during crop year 1947-48—7,100,000 lb. ; 1948-49—4,800,000 lb.

Cattle, sheep, goats and pigs are raised. According to estimates there are over 764,778 head of cattle in Salvador and about 91,000 are slaughtered annually. There are 348,393 pigs, 183,089 horses, 17,683 goats, and 5,008 sheep. In 1948 (Jan. to Nov.) 40,284 head of cattle, value U.S.\$915,725, were exported.

Gold and silver are mined by modern methods in San Miguel, Morazan, and La Union. The export of gold from the mines was valued at C1,018,474 in 1947, and C1,632,772 in 1948. Export of silver was C534,664 in 1947, and C418,419, in 1948.

Copper, lead, zinc, mercury, sulphur, gypsum, alum and lime are all worked upon a small scale.

Local Industries:—New industries have been started, and others encouraged by protection. One factory produces bags from local sisal with such success that imports have almost disappeared. Ten mills, with about 35,000 spindles, consume 6 million lb., of local cotton yearly in the production of yarn (6,000,000 lb.), sheeting, drills, and denims to the tune of 5 million yards. One mill turns out rayon piece goods. Two modern mills using imported wheat are meeting the greater part of the demand for flour. The straw

hat demand is met by one factory, and is also a rural industry. A Santa Ana factory supplies all rubber heels. There are 15 small tanneries and 20 household plants producing leather, and footwear is well catered for. So are candles and toilet soap. There are two heavily protected cigarette factories, one match factory, several salt refineries, a biscuit bakery, a small iron foundry making spare parts for machinery, and a factory making cheap bone buttons. One brewery supplies the demand for beer. A modern plant produces good quality table and kitchen ware, filters, vases, etc. Edible vegetable oils (mostly cottonseed) are now produced and exported. Some million inexpensive palm-fibre hats are made annually.

FOREIGN TRADE.

IMPORTS.				EXPORTS.	
1946	52,840,000	colones	65,380,000 colones
1947	92,328,000	"	100,147,000 "
1948	103,760,000	"	114,014,696 "

The United States took 77 per cent. of the exports, and 73.6 of the imports were obtained from the United States in 1948.

Public Debt.—The public debt on Dec. 1, 1949, was : External, U.S.\$9,018,762 and £793,693 ; Internal, 5,825,000 colones. Service on the external debt was resumed on 1/1/1946.

British capital quoted on the London Stock Exchange was £1,698,690 in 1948. Average interest was 1.8 per cent. No interest was paid on £703,500. American direct investment is \$11,204,000.

Economic Progress:—It is perhaps unfortunate that the prosperity of the country depends on the cultivation and sale of coffee, but there is an increasing export of gold, silver, and textiles. Other exports are balsam, railway sleepers, rice, indigo, honey, palm hats, and henequen.

Salvador is without developed coal or petroleum resources, and has limited resources of water power. Total electric generating capacity is 17,846 kilowatts, of which 9,121 are hydro and 5,000 steam.

El Salvador has a Central Reserve Bank with complete control of the note issue, and a Mortgage Bank.

ROADS AND RAILWAYS.

The roads are better than in most other Central American countries, and as a rule are fair even in the rainy season. The 23-miles stretch between San Salvador and La Libertad is an excellent road for motor traffic. The chief highway is the main road eastward from Ahuachapán to La Unión, which crosses the Lempa River by a bridge, and from this run various by-roads, north and south, giving good connections with places not reached by rail. El Salvador and Guatemala City are linked by a highway which is in good condition, and El Salvador and Honduras are linked by a bridge over the Goascoran River. The new international bridge over the River Paz opens a new route to Guatemala. The Pan-American Highway is 280 Kiloms. long.

Cart or mule roads connect with Honduras *via* Chalatenango or Cabañas and with Guatemala *via* Ahuachapán or Santa Ana. There are 1,250 kilometers of paved motor roads, 2,000 kiloms. of smooth surfaced earth roads, and 562 kiloms. of active railways.

The country is traversed by the International Railways of Central America, whose line from Cutuco on the Bay of Fonseca leads *via*

San Miguel to San Salvador. From a junction at Soyapango the line is continued to Santa Ana, from which point an extension to the Guatemalan border was opened in 1929 to give through communication with the Transoceanic system of Guatemala at Zacapa, so shortening the journey *via* Puerto Barrios to Europe by more than a week. This line gives direct railway communication between San Salvador and Guatemala City and Puerto Barrios, as well as between the last and Cutuco on the Bay of Fonseca.

A train runs daily in both directions between San Salvador-La Unión, also to Guatemala City and Puerto Barrios, with a night's stay at Zacapa.

The lines of the Salvador Railway Co. connect the port of Acajutla with the capital and Santa Ana by a triangular system. This line is British owned. Acajutla is the oldest port in the Republic and the nearest to the coffee-producing zones with rail connection. Besides the steam train service there is a service of fast motor vehicles connecting San Salvador, Santa Ana and Sonsonate several times daily.

CURRENCY, WEIGHTS, AND MEASURES.

The gold standard was abandoned in 1931.

The unit of currency is 1 colón, divided into 100 centavos. The "real" has a value of $12\frac{1}{2}$ centavos. The silver coins are 50 and 25 centavos, but the bulk of the small change consists of nickel coins of 5, 3 and 1 centavos. Bank notes of 1, 2, 5, 10, 25 and 100 colones circulate, and are used almost exclusively except for fractional amounts of a colón. Legal rate is 2.50 colones to one U.S. \$.

The **metric** system was made obligatory in 1886, but the law is not enforced and the old Spanish units linger. British weights and measures are understood in commerce, but should be clearly designated as "English yards," "English pounds," etc.

PRESS.

San Salvador:—"La Prensa Grafica," "Diario Latino," "Tribuna Libre," "Diario de Hoy," "Gran Diario," "Diario Oficial," "Patria Libre."

San Miguel:—"La Nación," "Diario de Oriente."

Santa Ana:—"Diario de Occidente."

POSTS AND TELEGRAPHS.

Outward **mails** are sent *via* New Orleans and Puerto Barrios; also *via* New York and Panamá; also *via* Mexico. They are dispatched with the mails to the United States. **Air mail** from U.K. *via* U.S.A., see page 30.

Postage from U.K., 3d. first ounce, and 1½d. each ounce after.

Salvador is a member of the Union Postal Americana and the Union Postal Universal. It has a parcel post. The postal rates are: to Canada and Europe, C o.20 for 20 gms, C o.12 for each additional 20 gms or fraction thereof. For the U.S.A. and Latin American republics the comparable charges are C o.08 and C o.06.

There are Government telephone and telegraph services throughout the Republic. There is a direct radio-telephone service between El Salvador and Panamá, the capitals of other Central American capitals, Mexico City and the chief cities of Mexico, and all points

in the United States. All America Cables & Radio, Inc., provides communication with all parts of the world through its station at San Salvador. There are five commercial and two Government broadcasting stations.

PUBLIC HOLIDAYS.

The legal holidays are : January 1, February 1, March 1 every 4 years, April 14, May 3, June 22, July 1, August 3, August 29, September 15, October 5, October 12, November 5. Government Offices are also often closed on religious holidays.

Information for Passengers.

Passports need to be *viséd* by a Consul for El Salvador. Passengers must present (a) a recent vaccination certificate ; (b) a certificate of good conduct ; (c) a health certificate. Those who have no vaccination certificate on arrival are called on to submit to vaccination on board before they are permitted to land. Frontier authorities may require evidence that the traveller has at least 500 colones in cash. 100 kilos of luggage is allowed free of duty—if the objects are for the traveller's personal use. All excess pays duty.

Hotel charges are from 11 colones upwards daily ; single meals usually 4 colones. Tipping moderate.

Clothing is usually light—palm beach, white drill and similar fabrics and light cashmeres.

Sight Seeing: A visit should be paid to Ilopango, to see its extraordinarily effective scenery. The most beautiful sheet of water, Lake Guija, lies on the Guatemalan border, but is difficult to reach. It is about 15 miles long by five miles wide. Lake Ilopango is only 10 miles by car from San Salvador, and quite near to the Ilopango Aerodrome. It is about nine miles long and three miles wide, and is certainly worth a visit. See also the crater of San Salvador volcano, and the park at the edge. It is reached in 45 minutes by car from the Capital. There is a motor service from Santa Ana and from San Salvador to the third well-known lake, Lake Coatepeque, used during the dry season as a pleasure resort. The volcano of Izalco is easily reached from Sonsonate. Every few minutes it throws huge burning stones which drop down its sides with a deafening roar, shaking the hamlets on its slopes. It performs with such regularity that it is known as the "Beacon of the Pacific."

The Colonial Churches of Salvador are magnificent. Visits should be paid to those mentioned in the text and also to the famous cathedral of Metapán ; San Sebastian in Villa Delgado ; Calvary in Metapán ; the ruined church at Ostia ; the Assumption and the parish church at Izalco ; and the churches at Coatepeque, Suchitoto, and San Vicente.

Guidance for Commercial Travellers.

Every commercial traveller must be provided with a certificate issued by the competent authority in the country of domicile and endorsed by the Consul of Salvador establishing his character as such. No fee is charged for this Consular *visa*. An identity card is necessary. This card is obtained with the passport *visa* at a charge of 5 colones. Commercial travellers must register with the

Migration Authorities within 48 hours of arrival, and they have the right to remain in the country for six months without payment of taxes. Frontier authorities may demand evidence that at least 500 colones are carried.

All samples of commercial value are liable to duty. Samples of value are admitted on a guarantee to the value of the duties. Such a guarantee must be in the form of a cash deposit or bond. Samples must be re-exported within 6 months, or the duties are forfeited and the guarantees made effective, plus a surcharge of 25 per cent. Samples of value may be sold to registered merchants only. A list of samples, certified by a Salvadorean Consul, must be carried.

To recover the duties the samples must be produced at the Customs at the point of departure at least two days beforehand, when an order will be given for the cancellation of the guarantee or the return of the deposit. Samples of goods (especially pharmaceutical preparations) in miniature containers, must pay duties.

The best months for a visit are from November to March, when there is least rainfall and most business. August is a holiday season. Business is centralised in the capital, but it is as well to visit Santa Ana, Sonsonate, and San Miguel.

Health:—Malaria, enteric and lung diseases are common, and corresponding precautions should be taken.

Cost of Living:—By December, 1948, domestic food prices, were nearly 100 per cent. above the 1939 level. Land values had risen an estimated 80 to 100 per cent.

LEGATION & CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London	Minister Ex. & Plenipotentiary	Dr. Carlos Leiva.
6, Weymouth Court,	Consul-General	Samuel Jorge Dawson.
Weymouth Sq., W.I.	Vice-Consul	Alfredo R. Bustamante.
Birmingham	Consul	Frederick Hickinbotham.
Liverpool	Consul	Miquel A. Serrano.
8, Bentley Road, 8	Vice-Consul	Frank M. Wood.
Rochester	Consul	Major Thomas Aveling.

BRITISH LEGATION AND CONSULATES IN EL SALVADOR.

The letter (L) denotes that the Consular Officer has authority to register *lex loci* marriages.

RESIDENCE.	RANK.	NAME.	CONSULAR DISTRICT.
San Salvador	Envoy Extraordinary, Minister Plenipotentiary, and Consul-General	Ralph H. Tottenham Smith, C.B.E.	—
	2nd Secy. & Vice-Consul	L. R. E. L'Estrange	
	Comm. Attaché	S. M. Stadler, O.B.E.	Republic of El
	Pro-Consul	—	Salvador.
La Libertad	Vice-Consul	Capt. L. R. J. C. Dale, M.C.	

The United States Embassy and Consulate are located at San Salvador (Calle Arce No. 107).

URUGUAY

Communications:—Uruguay can be reached by any of the steamship lines (such as Royal Mail), which ply regularly to Buenos Aires. There are shipping services between Buenos Aires and Montevideo only. An International Train runs weekly between Montevideo and São Paulo, taking four days.

Air Services:—For international air routes from outside Latin America by Pan American Airways, British Overseas Airways Corporation, Royal Dutch Airlines, Air France, SAS, and the Italian ALITALIA, see the AIR SECTION.

The Brazilian Cruzeiro do Sul flies from Rio de Janeiro to Montevideo, and on to Buenos Aires. Panair do Brasil has a weekly service from Montevideo to Europe *via* Rio de Janeiro.

The Uruguayan CAUSA Company flies daily to Buenos Aires from Montevideo *via* Colonia. The same route is flown by Pan American Airways, B.O.A.C, Air France, and the Cruzeiro do Sul.

Internal services are in the hands of the Uruguayan Company PLUNA. It flies from Montevideo to Artigas and Rivera, Salto and Paysandu, Durazno, Tacuarembó, and Minas de Corrales daily except Sundays. It also runs a service from Montevideo to Porto Alegre three times a week.

Montevideo, the capital, one of the great cities of the continent, was founded in 1726, and has a population of 850,000. Originally built on a low promontory between the ocean and Horseshoe Bay, the city stretches into the flat country behind, and round the Cerro, the lofty isolated cone to which Montevideo owes its name. Clean, brisk, and inviting in appearance, fortunate in climate, and prosperous in affairs, the capital dominates the commerce of the country. The city is well built with flat-roofed houses, above which towers the cathedral, to a height of 133 ft., flanked by two side turrets and surmounted by a dome. The most conspicuous landmark is the Palacio Salvo, with a main building of twelve stories and a tower of fourteen stories. The edifice commands its surroundings and is visible for many miles.

Of the many splendid parks, Rodó Park and El Prado, famous for their roses, are especially attractive. The Parque Batlle y Ordoñez has a stadium seating 70,000, a hospital and a clinic, one of the biggest in South America. In the park is a "covered waggon" monument to the Uruguayan pioneers.

The most impressive buildings in Montevideo are the Government Palace, the new Municipal Palace, the Cathedral, the historic Cabildo, the University, the Stock Exchange, the Ministry of Public Works, the Custom House, the National Library, the Banco de la Republica,

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and the Banco de Seguros.

There are large Italian and Spanish colonies, and a British community of about 1,200, with a British Hospital and King Edward VII Sanatorium. The ship's bell of H.M.S. *Ajax* has been placed at the Port of Montevideo to commemorate the Battle of the River Plate and as a monument to Anglo-Uruguayan friendship.

Montevideo is the chief centre; all lines radiating out from it. Motor buses supply a ready means of seeing the suburbs. There are nine 'buses a day (fare \$4.30) to Colonia, and to many of the larger towns. From Colonia there are regular services by river to Buenos Aires. The main airport is at Carrasco, a 25-minute drive from the City.

Hotels.

Name of Hotel.	Rooms.	Per day, per person in rooms for two.	Per day, per person in room alone.
		\$	\$
La Alhambra	80	16	20
Cervantes (without board)	100	5.50	6
Colón	60	12	—
Juncal	30	8	9
España	62	14	15
Palacio Florida	85	10	11
Palacio Salvo	54	10	11
Nogará	135	16	21
Del Globo	60	7	8
Pirámides	35	9	8
AT PLAYA RAMIREZ			
Parque Hotel	120	16	18
AT POCITOS			
Ermitage	98	20	20
Rambla (without board)	160	8	9
Las Palmas	17	11	12
Gloria	24	7.50	—
Suizo	21	9	11
AT CARRASCO			
Atlantic	110	10	12
Bristol	60	9	15
Carrasco	177	20	20
Cottage	34	18	18
AT MALVIN			
Las Brisas	32	7	10
Amazonas	24	6	8
Villa del Mar	21	8	—
El Ancla Argentina	22	5	12
Oceanía	46	10	15

(\$—36d. approx.)

Meals at first-class hotels :—Luncheon, \$3.50; dinner, \$4; tipping, 10 per cent.

Fares:—Taxis are expensive, 50 cents for first 1,500 metres, and 10 cents for each 400 metres thereafter. Trams: flat rate of 8 cents in city. Buses: flat rate of 8 cents. Automobiles: Inside city limits, \$50 per day, \$6 per hour.

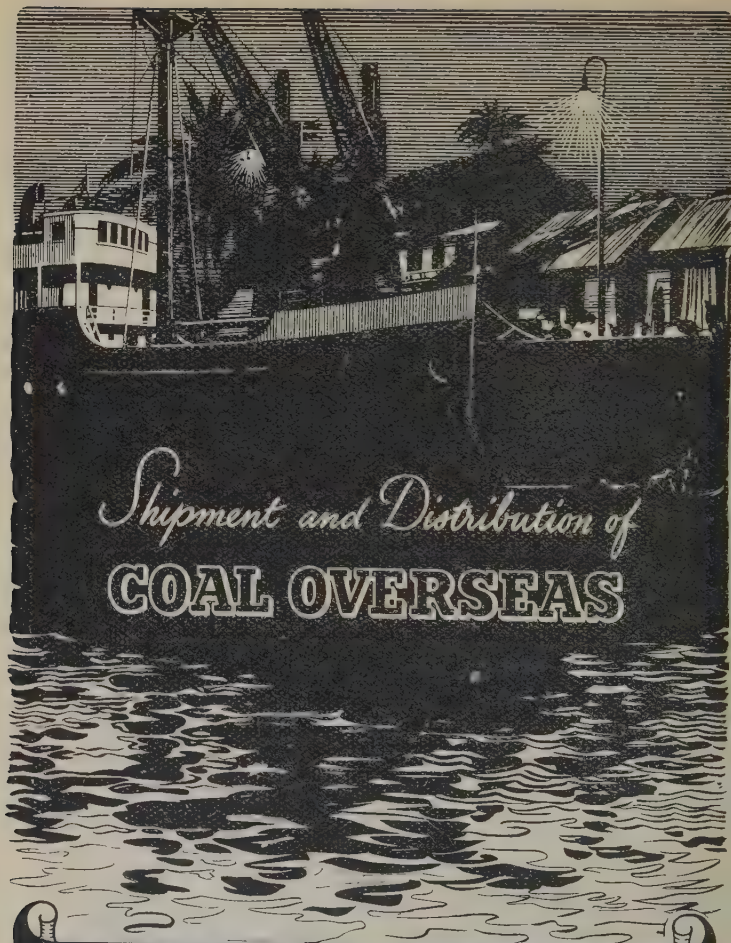
Travellers visiting Montevideo and its neighbouring seaside resorts during the summer (December to March), are advised to book rooms at the hotels in advance.

(For announcements of local hotels and business houses see the latter section of this book, "LOCAL CLASSIFIED ADVERTISEMENTS.")

Landing:—Steamers normally go alongside. Motor launches are usually available.

Clubs:—Uruguay; Military and Naval; Jockey; Rotary; Y.M.C.A.; Y.W.C.A.; French; English; Italian; German; La Prensa; Catholic; Brazilian; Spanish; Automobil; Yacht Club; Club Nacional de Regatas; Rowing Club; Touring Club; Punta Carretas Golf Club; Montevideo Cricket Club; Argentine; Carrasco Polo.

Local Steamers:—To Buenos Aires daily, 22.00 p.m. (\$24.50, single; \$42.00 return). To Rio de Janeiro (various companies), daily. To Paraguay (Lloyd *Brasilero*) twice monthly \$88.10 single).



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Rail :—Through trains to São Paulo (Brazil ; 83 hours). Weekly train to Rio de Janeiro, with one change at Rivera. Trains to Salto and Paysandú, and all parts. For services and times see the "Guía del Ferrocarril Central."

Restaurant cars are provided on all long-distance trains. It is usually necessary to book sleeping berths beforehand.

Sports :—Water sports are very popular. There are four large swimming clubs in Montevideo, the best of them being the Trouville. Uruguay has three important yacht clubs, the Uruguayo, the Nautilus and the Punta del Este. The Uruguayo has clubhouses on the Santa Lucia River and at Buceo. Both the Montevideo Rowing Club and the Uruguayan Club Nacional de Regatas have club houses on the Bay. The German Rowing Club is on the Santa Lucia River. Fishing is becoming popular. Association football is played intensively. There are two good 18-hole municipal links. There are several Lawn Tennis Clubs and one for Polo players. The traditional game of the country is Pelota Vasca ; the most popular is football.

Points of Interest.

Plaza Constitución :—Cathedral ; Uruguay Club ; Congressional Hall.

Plaza Independencia : Government House ; Solís Theatre.

Plaza Libertad : Athenaeum ; Pedagogical Museum.

Avda. Agraciada and Sierra :—Legislative Palace.

Avenida 18 de Julio :—Jockey Club ; Palacio Salvó.

National Library and Museum, University Building.

Prado :—Park, Rosery, and National Botanical Gardens. (Car fare 8 cents.)

Cerro :—(Hill overlooking the Bay) Slaughter-houses. (Ferry fare 10 cents.)

Hipódromo (Maroñas) :—National Racecourse. (Fare 8 cents.)

Villa Dolores :—Zoological gardens. (Fare 8 cents.)

Parque Durandeu—Carrasco :—Botanical Park.

Parque José Battle y Ordoñez, to see remarkable "Covered Waggon" monument and Stadium "Centenario."

New Municipal Palace, 18 de Julio, Corner Ejido.

ADDRESSES.

British Embassy, and Consulate, Misiones, corner of Rincon.

U.S. Embassy and Consulate, Avda. Agraciada and Mercedes.

British Chamber of Commerce, Cerrito 507, P.3.

American Chamber of Commerce :—Calle Juncal 1414.

The English Club :—25 de Mayo 409.

The British Council :—Paysandu 1022, Piso 2, Apartamento 4.

Anglican Church :—Rambla Gran Bretaña.

Cables :—All America Cables & Radio, Inc., Calle Zabala 1451. Branch Office :

Sucursal Aguada,, Av. General Rondeau 2172.

Western Telegraph Co., Ltd. (British), Electra House, Calle Cerrito, 449.

"Automovil Club del Uruguay," Plaza Libertad 1356, founded in 1890 in Montevideo, publishes road maps of the city, its environs, and the country at large. It has set up a system of guide posts and danger signs, with directions as to the nearest petrol-filling station. The Club organizes excursions into Brazil, Argentina, Paraguay, Chile, and farther afield. There is an "Oficina Nacional de Turismo" at Sarandi 659 which issues truly excellent tourist guides to Uruguay.

Banks :—Bank of London and South America, Cerrito 402-422 ; National City Bank of New York, Misiones 1399 ; Royal Bank of Canada, Cerrito 352, and Banco Comercial, Cerrito 400.

PLEASURE RESORTS NEAR MONTEVIDEO.

The National Tourist Bureau has built a number of excellent Guest Houses at various resorts. Enquiries should be made of the Bureau.

Villa Colón, one hour by tramway, has a fine avenue of eucalyptus trees and public gardens. **Sayago**, 5 miles out by rail or tram, has an Agricultural College with an interesting experimental station. **Santiago Vazquez**, at the bar of the Santa Lucia River, gives good boating among a series of picturesque islets, and is accessible by motor-bus and tram. **Pando**, 25 miles away, is served by motor-bus and the Central Railway. It offers motor boating, and has good restaurants and hotels. **Canelones**, with its Prado, is easily reached by Central Railway and buses.

The Beaches :—There is a long series of beaches which make up the City's waterfront along the Rio de la Plata, and more are dotted

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MONTEVIDEO.

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along the seaboard eastwards. The beaches are composed of clean, white sand, and the bathing is excellent.

Beaches regularly placed one after the other are fed by tram and 'bus services and are readily accessible in a short time from the city. **Ramirez Beach** has a fine municipal hotel and the picturesque Rodó Park as a background.

Pocitos is two kilometres from Ramirez. This vast beach is surrounded by lovely chalets and hotels, above which towers the Rambla Hotel Casino. On this beach is the large municipal swimming pool of Trouville, where every year national and international tournaments take place. It is the metropolitan beach more favoured by tourists. Then come the **Buceo** and the **Malvin** beaches. A splendid road, the Rambla, with a broad promenade and a park strip, now connects up these beaches and extends as far as **Carrasco**, 15 kilometres from the port. Carrasco, amongst eucalyptus trees, has two luxurious casino hotels.

Hotels at Carrasco:—Carrasco, Cottage, Bristol, Atlantic, Oceania.

Atlantida (*Planeta Hotel*), which is further east, can be reached by State railway, on the Maldonado line, or by motor. It has a good golf course. **La Floresta** is surrounded by woods, with pretty chalets which remind one of the village of Landes, near Biarritz. It is 37 miles from the capital by rail. Just beyond is **Solis** (*Hotel Alcion*), at the mouth of the River Solis; it has a good golf course. Beyond again is **Piriapolis**, with a fine casino hotel and some thirty smaller ones. Here is good river, wood, and hill scenery.

Still further east we reach the open waters of the Atlantic at the fast growing **Punta del Este**. Here the sea breezes are stronger and the coast rugged. It is five kilometres from Maldonado and has a golf course. A square has been named Plaza Gran Bretaña to commemorate the Battle of the River Plate. Beyond Punta del Este, eastwards towards Brazil, there are still hundreds of miles of glorious coast which are being developed.

Fray Bentos, capital of the Department of Río Negro, is a port on the Uruguay River, 120 miles above Buenos Aires, and 250 miles from Montevideo by water. Its population of 18,000 is almost wholly concerned with the same industries as Paysandú, with which town it is connected by the Midland Railway. The Río Negro has to be crossed by boat on the train journey from Montevideo (340 miles). There are motor-bus services to Mercedes (18 miles). There is a depth of 24 ft. at the port. Products: frozen, chilled and canned meats, hides, and wool.

Hotels:—Sanmarti, Del Puerto.

Local Steamers:—The Dodero Line, three times a week from Buenos Aires and Cía. Uruguaya de Navegación from Montevideo. Local service four times a week to Gualaguaychu.

Paysandú, on the east bank of the Uruguay River (navigable to vessels of 14-ft. draught), is the second city in the Republic. Population, 50,000. The city is being modernised. It is the headquarters of the Midland Railway, and the centre of the meat preserving industry. Soap and shoes are manufactured. Breweries, distilleries, sugar refineries and modern tanneries and other large plants are being installed. It is reached from Montevideo (300 miles) by railway, 'bus, plane or steamer; from Salto by Midland Railway; from Buenos Aires by steamer.

Hotels:—Paysandu, Concordia.

Local Steamers:—The Dodero Line to Buenos Aires and Montevideo. Daily steamers to and from Concepción del Uruguay.

Banks:—Bank of London and South America ; Comercial.

Salto, an important port on the Uruguay River, is the third city of the Republic. There are paved streets, electric lighting, modern sewerage, and good suburban roads. It has a population of 48,000, and is a centre of the livestock and agricultural interests. It is connected by Midland Railway, road and steamer with Montevideo, and by rail with Brazil. It is separated only by the river from Concordia, Argentina, and is 366 miles from Montevideo by rail, 200 miles by water from Buenos Aires. Salto is justly named "The City of Oranges," for there are 5,000 hectares planted with the trees, besides large groves of tangerines. Salto is, unfortunately, subject to periodical invasions of locusts, which do an enormous amount of damage. Bees are farmed on a large scale.

Hotels:—Gran Hotel, \$7 ; Concordia, Español, Colón.

Bank:—Bank of London and South America ; Banco Comercial.

Local Steamers:—The Dodero Line to Buenos Aires or Montevideo.

OTHER TOWNS.

Artigas, near the Brazilian frontier, capital of Artigas Department, on the west banks of Cuareim River, 506 miles from the capital and 140 miles from Salto. Population, 22,000. A cattle and agricultural centre, trading largely with Brazil, it is reached from Montevideo by Central, Midland, and Northwestern Uruguay Railways, with a change of trains at Salto.

Hotels:—Concordia, Español, \$2.60.

Bella Union, in the Department of Artigas, lies 90 miles north of Salto, whence it is reached by rail or road (daily motor-bus service). Products : cereals, cattle. Population, 4,800.

Hotels:—Central, Americano, \$2.00

Canelones, 27 miles from Montevideo, on the Central Railway, in a grain-growing district, is a provincial capital of 15,600 population. Train (Central Uruguayan Railway) or auto-bus from Montevideo, and buses to neighbouring cities. There are flour mills.

Hotels:—Fonda Moreno, Grenno, \$2.50 to \$3.00.

Carmelo, the finest town in the department of Colonia, is on the shores of the Vaca River, 60 miles north-west of Colonia del Sacramento, whence it is reached by motor-bus connecting with the Cía Dodero steamers to Buenos Aires. It is a modern town, with paved streets, electric light, telephones, and telegraph. The port is one of the safest in the Republic for small craft, and during the tourist season it harbours several hundred yachts. There are some historic ruins nearby. The municipal authorities are making great headway with parks and roads. This town, with its surrounding countryside, is, in certain ways, very like the Sierras of Cordoba in Argentina. Population, 8,172.

Hotels:—Casino Carmelo, \$10, single ; Carmelo ; Comercio.

Colonia, a pleasure resort on land jutting into the River Plate, has a population of 10,000. It is about 110 miles from Montevideo by rail, road, or steamer. There is a ferry service to Buenos Aires, 31 miles away. The principal products are cereals, milk, butter, sand and gravel.

The town, which was founded by Portuguese settlers from Brazil, still contains interesting samples of private and official Colonial

building. There is a casino.

Hotels:—Colonial, Beltran, Esperanza, Restaurant Italiano, \$2 to \$3, single.

Shipping Services:—Cia. Uruguaya de Navegación; Cia. Argentina de Navegación to Buenos Aires daily, 12.00 p.m., Sunday, 18.00 p.m. Fares, 1st class single, \$9.00; return, \$17.00.

Colonia Suiza, in the "Switzerland of Uruguay," 80 miles from Montevideo, is a holiday centre with good hotels. The town was founded by Swiss people and has about 4,500 inhabitants. There is a Russian agricultural settlement here.

Hotels:—Nirvana, \$8.50 to \$10.00, single; Central, Del Prado, Suizo, Miramar.

Conchillas, a tourist resort some six hours' steaming from Buenos Aires, offers varied forms of sport. Motor-buses to and from Colonia connect with steamers to and from Buenos Aires.

Hotel:—Conchillas, \$4.00 to \$8.00.

Dolores, Department of Soriano, is a small port on the river San Salvador, 20 miles above its confluence with the Uruguay River, 28 miles by road from Nueva Palmira, and 25 miles by road from Mercedes. This port lies in a wealthy farming area, and is an important grain shipping point. Population, 16,000.

Hotels:—San Salvador, Musso.

Durazno, on the Yi River, 127 miles from Montevideo, is the capital of the department of Durazno. Population, 15,000. It is on the Central Uruguayan line. Road to Treinta y Tres. Products: Cattle, grain, wheat.

Hotels:—Durazno, Español, Central.

Florida, about 70 miles from Montevideo on the Central Railway, has a population of 15,000. It owes its origin to the construction in 1800 of a little church, San Fernando de la Florida, upon the left bank of the Pintado River. Dependent on grain trade. There are daily motor-bus services to Montevideo (2 hours), and near-by cities. The State railway is open to Sarandí del Yi, and to Blanquillo, 50 kilometers further.

Hotels:—Español, Moderno, Giani, British House.

Juan Lacaze 23 miles west of Montevideo, and the head of a branch of the Central Uruguay Railway, is regularly visited by river steamers. It is the port for Rosario. There is a paper mill and a large woollen-cloth factory.

Las Piedras, 12 miles from the capital, in a vine-growing district, is the site of a Gothic chapel of the Salesians. Meetings are held every Thursday and on holidays at the Racecourse.

Minas, 80 miles by rail from Montevideo, with about 30,000 inhabitants, one of the most picturesque of Uruguayan towns, has mines and quarries in its vicinity. Several motor-buses daily to Montevideo (2 hours), and to Treinta y Tres (3 hours).

Hotels:—Minas, Irigoin y Cia, Garibaldi.

Maldonado, a port on the Atlantic, with a population of 7,000, is about 100 miles east of Montevideo, with which it is connected by rail, steamer, and motor-bus. The principal industry is seal-fishing on the Lobos and Castelles Islands. Local products: grain and wool. The town, founded in 1757, has many relics of the past.

Hotels:—Maldonado. At Punta del Este (3 miles); Biarritz; Palace; Miguez; Cigale; España; British House; Nogaro.

Rail:—Montevideo, 5½ hours, passing many of the most agreeable seaside resorts, including Piriápolis, Solís, La Floresta and Atlántida.

Melo, capital of the department of Cerro Largo and distributing centre for north-eastern Uruguay, is 260 miles from Montevideo

on the Eastern Extension line. Population, 28,000. Granite, coal, and metal ores are worked in the vicinity, and the pastoral and agricultural industries are well developed. Daily motor-bus services to Bagé (Brazil), and to Rio Branco. A road is being driven west to Paysandu and Salto.

Hotels:—Español, Internacional.

Mercédes, an agricultural and livestock centre, with a population of 33,000, is connected by rail with San José and the capital (186 miles). The town is on the south bank of the Rio Negro, 30 miles above its confluence with the Uruguay River, and is a favoured health resort. A small steamer plies on the Rio Negro to the Rio Uruguay, connecting with large steamers plying between Salto, Montevideo and Buenos Aires. Motor-bus services to Dolores, Fray Bentos (18 miles), Paysandu and Montevideo.

Hotels:—Brisas del Hum, \$5.00; Comercio, Navarro, Petit, Universal.

Bank:—Bank of London and South America, Ltd. (Agency).

Nueva Palmira is a port of call for river steamers for the shipment of cattle and cereals. Population, 3,500. It stands 20 miles up the Uruguay River above its confluence with the Paraná, 76 miles by steamer from Colonia del Sacramento, and 28 miles by road from Dolores. Daily motor-buses run to Colonia del Sacramento, Dolores, Carmelo, and Mercedes. Dodero Line steamers from Buenos Aires and Colonia.

Hotels:—Uruguay, Comercio, \$2.50.

Pando, 22 miles from Montevideo, on the line to Punta del Este, stands on the banks of a small river, and has a population of 10,000. Hourly motor-bus service to Montevideo. Trades in agricultural produce.

Piriápolis, a small watering-place with a good hotel and surrounded by hills, is served by Pan de Azúcar station on the State (Maldonado) line (116 kilm. from Montevideo). The town is laid out prettily with an abundance of shade trees, and the district is rich in pine, eucalyptus and acacia woods. The hills, of volcanic origin, rise to over 1,000 feet, and there are medicinal springs. It is one of the principal bathing resorts of the country. There are over 30 hotels, a casino, and many other attractions for the holiday-maker. A bus service leaves Montevideo about five times a day; also train services.

Hotels:—Argentino; Perla; Esmeralda; Colon; Italia.

Punta del Este. This is another seaside resort, 165 kilometres from Montevideo. It has a large number of hotels, a good port for pleasure cruisers and yachts, a casino, and many attractions such as fishing, surf-riding, golf, tennis and riding. A good road runs to Atlántida.

Hotels:—Biarritz, British House, Miguez, Nogaro-Casino.

Rivera (with 22,000 inhabitants), on the Brazilian frontier, is the Northern terminus of the Central Uruguayan Extension Railway; the line continues in Brazil to Santos and Rio de Janeiro. It is divided by an international park from the neighbouring Brazilian town of Santa Ana do Livramento. Distant from Montevideo by rail, 351 miles. Products: Cattle, tobacco, and fruit.

Hotels:—Casino, \$4.50 to \$6.00; Comercio, Nuevo, Uruguay-Brasil.

Rocha, capital of the province of Rocha, has a population of about 28,500. Palm trees lend it an unusual beauty. Principal

products : hides and wool. Distance by rail from Montevideo, 115 miles. The railway is continued to the coast at La Paloma, a good port for yachts, with fine scenery and fishing. There is a road west to Montevideo, and east to the old fort of Santa Teresa, set in a beautiful national park.

Hotels :—Arrarte, \$3.00 to \$4.00 ; Iris, Roma.

Rosario, in the Department of Colonia, is 110 miles by rail from Montevideo, and 42 miles by rail from Colonia del Sacramento. The main products are maize, wheat, cheese, butter, and milk. Juan Lacaze is the port for Rosario. Population, 8,000.

Hotels :—Central; Vicuña.

San Carlos, 9 miles from Maldonado on the railway to Rocha, with a population of about 7,000, is a thriving town. (*Concordia Hotel*.)

San José, on the San José River, is one of the most important provincial towns. Population, about 13,000. It is connected by 'bus service (1½ hours), and by the Central Railway with the capital, 60 miles away. The church is one of the largest and finest in the country, and is notable for its public clock. A statue to Artigas in the Plaza commemorates the peace of April 1872. Products : grain and agricultural produce. There are flour mills.

Hotels :—Perroni, Pezzolano.

Santa Isabel, or Paso de los Toros, in the Department of Tacuarembó, lies at the junction of the Central and Midland Uruguayan railways. It is about 170 miles from Montevideo. The main trade is in agricultural produce. Population, 6,500.

Hotel :—Ferrás, García.

Soriano, at the confluence of the Uruguay and Yaguary Rivers, the port of transshipment for Mercedes, is regularly used by Montevideo river steamers.

Tacuarembó, capital of the department of that name, has 30,000 inhabitants. Products : wool, hides, and skins. There are caves near by which deserve a visit. The town is 280 miles by rail from the capital on the line to Rivera.

Hotels :—Almada, Amaral, Central, Oriental.

Treinta y Tres, on the branch line of the Central Uruguay Railway, 200 miles from Montevideo, has a population of 21,500. It is picturesquely placed at a little distance from the Olimar River. There is a railway and a road to Rio Branco, on the Yaguaron River, opposite Jaguarao, in Brazil, where an international bridge spans the river. Products : cattle, sheep, and rice. There are 'buses to the capital (5 hours).

Hotels :—Hispano Oriental, Pintos, Central.

Trinidad has a population of about 18,500 and is connected by rail with Montevideo (205 miles) *via* Durazno (25 miles). There is a daily motor service between Durazno and Trinidad. The main products are cattle, fruits, grain, butter and cheese.

Hotels :—Central, Comercio, \$2.50.

PHYSICAL FEATURES.

The Oriental Republic of **Uruguay**, or, as it is more generally known in Europe, the Republic of Uruguay, was known up to the date of its independence as the "Banda Oriental." It is in the south-eastern part of South America, on the left bank of the very

wide estuary of the River Plate. Uruguay's northern frontier is Brazil. On the west the River Uruguay separates it from Argentina, and its eastern coast is bounded in part by the Atlantic and in part by the Merim Lake and Yaguarón River, which separate it from Brazil. To the south is the broad estuary of the River Plate.

With an area of 72,153 square miles, Uruguay is the smallest Republic in South America. Its sea-line stretches along the Atlantic for 120 miles, while the shore-line follows the course of the Uruguay River for some 270 miles eastward. That stream is navigable all the year round as far as Salto, where there are rapids. The River Negro and its tributary the Yi cross Uruguay from north-east to south-west. Lesser rivers include the Santa Lucia, Queguay, and Cebollati, but these are navigable only for short distances. There are small steamers on Lake Merim.

The mountains are of no great height. None of the peaks attains 2,000 ft.; on the west and north they are distinguished as the Cuchilla de Haedo, and on the south and east as the Cuchilla Grande.

The general character of the country is undulating with little woodland except on the banks of the numerous streams. Granite is the primary rock, with sandstone in some localities. The black soil, rich in potash, produces grasses superior even to those of Argentina, and the major part is suitable for arable farming. The **climate** is good, if somewhat damp and very windy. Atlantic breezes temper the summer heat delightfully. The annual rainfall amounts to 43 in., and the lowest temperature is 35°. There are normally 150 sunny days in the year. The spring months are October and November; summer, December to March; autumn, April and May; and winter, June to September.

Epidemic diseases are rare. Fresh vegetables can be eaten, and fresh water and milk drunk without boiling. Some people get themselves innoculated against typhoid and small-pox before a visit. Clothes are much as for England, depending on the season.

The **population**, almost entirely white, was estimated in December 1947 at 2,340,000, with much the greatest density in the Department of Montevideo. A third of the whole population lives in the capital. Birthrate, 19.9; death-rate, 10.4.

Population of the 19 Departments :—

Departments.	Area. Square kilometres.	Population.	Departments.	Area. Square kilometres.	Population
Artigas ..	11,378	57,854	Montevideo ..	664	551,240
Canelones ..	4,752	202,872	Paysandú ..	13,252	86,390
Cerro Largo ..	14,929	99,123	Rio Negro ..	8,471	48,814
Colonia ..	5,682	132,554	Rivera ..	9,829	77,407
Durazno ..	14,315	97,140	Rocha ..	11,089	84,206
Flores ..	4,519	36,766	Salto ..	12,603	102,987
Florida ..	12,107	107,872	San José ..	6,963	98,627
Lavalleja ..	12,485	117,328	Soriano ..	9,223	95,527
Maldonado ..	4,111	68,070	Tacuarembó ..	21,015	108,346
			Treinta y Tres ..	9,539	70,343

GOVERNMENT.

A new Constitution was voted in 1942. Uruguay's legislative and governing bodies now consist of :—

(a) A President and Vice-President and a Cabinet of nine Ministers.

- (b) A Senate of thirty members, presided over by the Vice-President, who holds the casting vote.
- (c) A Chamber of Deputies of 99 members—the seats are assigned to each political faction in proportion to the number of its votes, and each department of the Republic is taken into account.

ADMINISTRATION.

Parliamentary and municipal elections take place simultaneously every four years. An absolute majority is required in both Senate and Chamber of Deputies before fresh taxation can be levied. Revenue bills cannot be originated by Parliament; they must be introduced by the Cabinet. The Constitution provides for compulsory, universal suffrage and for old-age pensions, child welfare, workmen's accident insurance, the eight-hour day and six-day week, minimum wages and other social measures.

There are a **Supreme Court**, two Courts of Appeal, and several inferior courts. The judges of the Supreme Court are elected by Congress, and those of other courts are appointed by the Supreme Court. The death sentence has been abolished.

The **language** of the country is Spanish.

The majority of the population are Roman Catholics, but no religion is established by the State, and all beliefs are free.

Elementary education has been free and compulsory since 1877, and the proportion of illiterates is lower than in most South American countries. A foreigner capable of conducting an industry or practising some science or art, or owning property, or possessing capital invested in the Republic, is eligible for **naturalization**, if married, after three years', and if single, after four years' residence in the country. Naturalization is bestowed upon foreigners by Congress for notable services rendered to the nation.

President :—Don. Luis Batlle Berres.

Vice-President :—Don César Mayo Gutierrez.

MINISTRY.

Interior ..	(Home Secretary):	Alberto Zubiria.
Foreign Affairs ..	.. .. .	Cesar Charlone.
Finance ..	.. .. .	Nilo Berchesi.
National Defence ..	.. .. .	Francisco Forteza.
Public Works ..	.. .. .	José Aquiatapacce.
National Health ..	.. .. .	Lisandro Cersosimo.
Agriculture ..	.. .. .	Carlos L. Fisher.
Labour and Industry ..	.. .. .	Santiago Rompani.
Education ..	.. .. .	Oscar Secco Ellauri.

NATURAL RESOURCES.

Uruguay—a small, densely populated country—lives in the main by its herds and flocks and crops of food. Meat products and wool account for about 85 per cent. of the money value of its exports.

Livestock Industry:—The country is given up almost entirely to grazing. Of the 16,000,000 hectares suitable for agriculture or pasturage, only 1,400,000 hectares, or 7.5 per cent. of the country, are actually under cultivation. According to the census of May, 1946 there are :—

Cattle ..	.. 6,820,939	Mules and Asses ..	.. 8,538
Sheep ..	.. 19,559,325	Goats and Kids ..	.. 16,887
.. ..	.. 549,995	Hogs ..	.. 274,391

Estimates for 1949 show a considerable increase in cattle and sheep.

The breeding of cattle and sheep constitutes the principal source of wealth to the country. Cattle, sheep, and hogs are not only bred for local consumption, but for export as well.

There are three frigoríficos working in Montevideo, and one in Fray Bentos (Liebig's old frigorífico, now belonging to the "Anglo"). There are also four "saladeros" in Montevideo, three in Paysandú, and one in Artigas, and there are four canning factories in Montevideo, two in Salto, and one in Paysandú.

The "Saladeros" prepare "charque" principally, also fats, etc., which are exported to Brazil and Cuba. The frigoríficos prepare tinned meats, frozen and chilled meats, extracts of beef, guano, dried blood, fats, glue from the hooves, and the hundred and one other by-products of a frigorífico. These are largely exported to Europe and the United States.

Some cheese is exported.

Sheep:—Wool is actually the greatest source of income. The types of fine sheep imported are principally Merinos, Lincoln, and Romney Marsh, and most of this stock comes from England.

Wool in Montevideo is quoted per 10 kilos, and in the following main varieties: crossbreds, special fine; medium; and coarse; Merinos, "supras"; "primeras"; and "segundas." The clipping season is September to November. Wool shipments are about 44 per cent. of total exports. The clip was 67,000 m. tons in 1948-49. Domestic consumption is about 6,000 m. tons. 54 per cent. of the exports are to the U.S.A.

The wool shipments have been, in kilograms:—

	1946.	1947.	1948.
Greasy wool	42,804,700	54,017,287	47,635,172
Semi-scoured	903,977	683,689	388,228
Scoured	14,880,821	13,414,531	9,084,855

The Frigoríficos:—During the year 1947 and 1948 the kills of the four frigoríficos were reported to be:—

	1947. Head.	1948. Head.		1947. Head.	1948. Head.
Cattle ..	500,358	588,986	Sheep	1,104,110	430,300
Swine ..	113,253	133,698			

The following table gives Uruguay's main exports of meat in 1948, in kilograms. Great Britain is the chief buyer.

	Kilos*		Kilos
Frozen beef	34,471,721	Salted beef	349,198
Frozen lambs and wethers	3,234,273	Casings	432,734
Frozen pork	2,711,154	Jerked beef	2,312,937
Frozen poultry	839,461	Tallow	12,048,400
Extract of meat	673,924	Canned beef	17,482,620
Ox tongue	353,422		

In 1948, 92,181 m. tons of meat and meat products, value U.S. \$44,640,000, were exported. This is 28 per cent. of total exports.

Skins and Hides:—Exports in 1948 were, in kilograms:

Sheepskins	8,542,375	Cattle hides (dry)	2,033,687
Pickled sheepskins	180,552	Cattle hides, salted	16,626,152
		Cattle hides, tanned	291,714

Total exports of hides, sheepskins, and bristles :—1947—26,773 tons, value U.S. \$20,243,000 ; 1948—30,424 tons, value U.S. \$21,343,000.

Agricultural Industry:—After the livestock industry the next in importance is the agricultural. Uruguay sows wheat, linseed and maize, and cultivates the vine and about six million fruit trees. Generally speaking nearly all temperate zone plants are grown. Citrus fruits are cultivated mostly in the more northern zones of the Republic. The estimates for sowing and crops for 1948-49 were :—

	Hectares sown.	Metric tons.
Wheat	517,990	518,301
Linseed	250,498	116,756
Maize	177,483	92,793
Sunflower Seed ..	129,703	60,347
Oats	82,939	50,994
Barley (Common) ..	11,560	8,693
Barley for Brewing ..	19,823	17,028
Peanuts (Groundnuts) ..	19,474	10,402
Rice	14,373	44,946
Canary Seed	5,558	2,741

Export, 1948—linseed, 20,509 m. tons ; linseed oil, 26,828 m. tons ; oil cakes, 51,514 m. tons ; wheat, 8,850 m. tons ; wheat flour, 30,614 m. tons ; rice (cleaned), 12,235 m. tons.

Other products: Alfalfa, beans, peas, potatoes (40,000 tons), sweet potatoes, (45,000), sugar beet, tobacco, horticulture (except potatoes and sweet potatoes) 19,985 hectares.

Temporary meadows (oatfields, sorghum, alfalfa, etc.) about 320,000 hectares. The internal consumption of wheat is 335,000 tons, with seed requirements at 40,000 tons.

Almost all the vineyards are in or around the department of Montevideo. About 17,647 hectares are planted, and 71,988,880 litres of wine and 107,223 m. tons of grapes were produced in 1948. The principal varieties of grape are Tannat, Pinot, and Gamay Noir.

Both sunflower and ground nut are increasingly sown. For 1949 the estimates are for 60,347 m. tons of sunflower seeds, and 10,402 m. tons of peanuts. Considerable amounts of sunflower seed oil, peanut oil, and linseed oil are extracted and exported.

The **rice** crop is now more than sufficient for local needs. The area under cultivation in 1948 was 13,372 hectares, and the yield estimated at 43,715 metric tons. Consumption is 25,000 m. tons.

Fruits of excellent quality, including oranges, mandarins, lemons, pears, peaches, and apples are grown. Production is about 2,021,300 boxes (of 37 kilos) of oranges, 649,300 boxes of mandarins, 409,700 boxes of lemons, 1,625,400 boxes of peaches, 380,000 boxes of apples, and 267,400 boxes of pears.

Skins of various **fur-bearing** animals are collected for market, and nutria skins are exported in large numbers. Seals are taken on the coast and these skins are also exported.

A small quantity of **eggs** in shell is exported.

Montevideo is the anchorage during the winter months of various **whaling** flotillas owned by British and Scandinavian firms operating in the South Atlantic. Up to 77,000 barrels of whale oil have been secured in a season. The annual fish catch is only 7,334,000 lb.

All **Minerals** now belong to the nation as its imprescriptible and inalienable property, and no fresh claims can be recognised.

Uruguay has a large amount of marble of great beauty and variety, as may be seen in many large buildings at Montevideo, especially the Houses of Parliament. There is also a large quantity of granite.

In the departments of Salto and Artigas there are fine specimens of agate, onyx, and opal. For more than 50 years there have been gold mines working at Cuñapirú, in Rivera.

Coal, oil, and firewood are all imported.

Exports :—Details of the principal exports during the year 1948, with the comparable figures for 1947 given in parentheses, are as follows :—Wool, 55,742 m. tons (67,104) value U.S. \$66,089,000 (71,175,000); agricultural products, 121,235 tons (110,677) value U.S. \$32,388,000 (28,277,000); meat, etc., 92,181 tons (52,911) value U.S. \$44,640,000 (25,461,000); hides, sheepskins, bristles, etc., 30,424 tons (26,773) value U.S. \$21,343,000 (20,243,000); sundry manufactures, 918 tons (981) value U.S. \$2,571,000 (3,932,000); mining products (sand, gravel, stone, etc.) 2,899,077 tons (2,495,357) value U.S. \$1,742,000 (1,651,000); live animals, 6,000 (105,000) value U.S. \$464,000 (1,009,000).

The principal import items are petrol, coal, refined sugar, fuel oil, textiles, yerba maté, kerosene, olive oil, iron bars and rods, newsprint, tinplate, and lubricating oils.

			Exports.	Imports.
1948	..	..	U.S.\$178,953,000	U.S.\$201,455,000
1947	..	..	U.S.\$162,502,000	U.S.\$231,324,000
1946	..	..	U.S.\$152,764,000	U.S.\$166,992,000
1945	..	..	U.S.\$122,013,000	U.S.\$114,759,000

Exports are based on the value of licences utilised, and imports on the value of clearance permits authorised.

Great Britain took 18 per cent., the United States 28 of Uruguay's exports in 1948. Great Britain supplied 12.5, and the U.S.A. 34 per cent. of her imports.

British investments in Uruguay were £28,888,503 in 1948. Of this £16,330,993 are in Government Bonds, and £12,557,510 miscellaneous. The average interest paid was 4.9 per cent. (*South American Journal*.) United States direct investments are \$10,918,000.

The funded **Public Debt** at Aug. 31, 1948, was 601,691,000 pesos internal and 123,228,000 pesos external.

INTERNAL COMMUNICATIONS.

The **roads** in Uruguay are among the best in South America, and steady progress is still being made. Good roads connect Montevideo with Colonia and Mercedes on the Rio Negro, with the centre of the country as far as Paso Toros, and north-eastwards the Pan-American Highway runs from Montevideo through Trienta y Tres and Melo to Acegua on the Brazilian frontier. A branch runs from Velazquez to Rocha. Another road connects the watering places along the coast from Montevideo as far as Chuy on the Brazilian border. Long-distance motor-buses and lorries ply in certain areas in conjunction with the trains. The international bridge over the Yaguaron River, connecting the cities of Yaguaron

(Brazil) and Rio Branco (Uruguay) is open. There are 4,208 miles of road, usable all the year round.

The **railways** all converge upon Montevideo and have a total length of 1,875 miles. The Northern system connects at the northern frontier with a line to Santos and Rio de Janeiro. The North-western system, skirting the Uruguay River, is roughly parallel with lines on the Argentine bank. The North-eastern system taps the north-eastern half of the country. One railway follows approximately the line of the coast eastward from Montevideo to Maldonado, San Carlos, and Rocha. Other lines run from Florida to Sarandí del Yí and to the Brazilian frontier; and from Treinta y Tres to Rio Branco. All the railways are now State owned.

There are 775 miles of navigable riverways.

INDUSTRIAL DEVELOPMENTS.

The artificial stimulus of a protective tariff has bolstered up many small firms run on uneconomical lines. Rationalization has not yet spread to Uruguay, and these small firms with their high overhead charges increase the costs of production and are the object of constant solicitous legislation.

The four Uruguayan **frigoríficos** have an estimated capacity of 4,000 cattle and 7,000 sheep carcasses per day. In addition there are numerous **saladeros** producing **charque**, or jerked beef, for country consumption, and for export to Cuba.

The more important firms manufacture cloth and leather goods, building materials, and wines and non-alcoholic drinks. Textile production is 5,500,000 square metres of woollen and worsted fabrics, 3,500 metric tons of woollen, and 750 metric tons of worsted yarn, 3,000 metric tons of cotton fabrics, 4,200 metric tons of carded cotton yarn, 47,500 kilos of rayon fabrics, 492,000 kilos of rayon knitted goods.

The 960,000 pairs of boots and shoes made locally are of first quality, and the building material industry turns out first-class products. Uruguayan marble is used extensively, both in this country and in Argentina, and a first-class Portland cement is manufactured, although the supply is still insufficient to meet the demand.

Other important articles produced are cotton, woven and knitted, jute bags, cordage, flour and biscuits, glass and bottles, cigars and cigarettes, disinfectants, wine, beer and spirits. A company formed to manufacture motor-car tyres and rubber articles now practically monopolizes the market. Rayon weaving and knitting from imported yarn is now an important industry.

A Government organisation, the **Institute de Quimica Industrial**, has a monopoly for the manufacture of chemicals in Uruguay. Among its products are alcohol, sulphate, chloride and carbonate of soda, chloroform, collodions, sulphuric ether and acid, superphosphate, commercial sulphate of iron, benzol, toluol, and naphthalene, nitric acid, hydrochloric acid, caustic soda and ammonia. Large quantities of soap are manufactured in 12 factories in Montevideo and 30 in the interior.

Electrification:—In 1945 a dam over the Rio Negro was completed, and a plant capable of producing 500,000,000 k.w.h. per year started operating. There is a project to make another dam over the Rio Uruguay near the city of Salto, and to build a plant which would supply a vast region of the country with electric current.

Labour Laws:—An 8-hour working day is enforced by law, and minimum wages have been fixed for several classes of workers. One day's rest every six days for most workers is compulsory. A law of 1928 decreed that limited liability companies must grant pensions to their employees and workmen.

Immigration:—The only immigrants now admitted are farmers and their families who have contracts for work, workmen contracted for by industrial companies, the relatives of persons already resident in the country, persons going to Uruguay on scientific and intellectual missions, and certain specified travellers having sufficient funds for one year's subsistence. About a 100,000 tourists visit Uruguay annually.

CURRENCY AND MEASURES.

Currency:—The monetary unit is a nominally gold peso or dollar, but the Republic has no gold coinage of its own. Notes of the Banco de la República Oriental del Uruguay circulate together with nickel small coins, or centesimos. Controlled buying and selling rates are fixed by the Banco de la Republica.

Land Measures:—Metric units are alone legal, but use of some older terms persists:—

Suerte = 2,700 cuabras = 1,992.28 hectares.
Legua = 3,600 cuabras = 2,656.37 hectares.

POSTAL INFORMATION.

Letters, Inland: City, every 20 grammes or fraction, 3 cts. Country, 7 centesimos.

Abroad: South and North American States and Spain, every 20 grammes or fraction, 7 cts. Europe, Asia, Africa, etc., 12 cts. Air letters to Europe, \$0.36; to Spain, \$0.31; to U.S.A. \$0.27 per 5 grammes.

Air Mail from Great Britain, see p. 30.

Telegrams:—Inland, Argentina, Paraguay, Chile, and Bolivia, ordinary telegrams, first 10 words, 70 centesimos; every additional word, 5 cts. There is a wireless telegraphy service between Montevideo and Buenos Aires, Santiago, New York, London, and Paris.

Cables:—The Western Telegraph Co., Ltd. (British) and the All America Cables & Radio, Inc., provide communication with all parts of the world through their cable stations at Montevideo.

There are **wireless** stations at Cerrito, near Montevideo, at Rivera, Lobos Island, Paso de los Toros, and English Bank.

THE PRESS.

MONTEVIDEO : "El Bien Publico," "El Dia," "El Pais," "La Tribuna Popular," "Mundo Uruguayo" (weekly), "The Sun" (in English, daily); "El Diario," "La Manana," "El Debate," "El Plata," "Accion," "Diario Oficial."

PUBLIC HOLIDAYS.

January 1 : New Year.	June 19 : Artigas' birthday.
January 6 : Children's Day.	July 18 : Constitution Day.
Easter Week : Week of the Tourists.	August 25 : Independence Day (1825).
May 1 : Labour Day.	October 12 : America's Day.
May 18 : Battle of Las Piedras.	December 8 : Beach Day.
	December 25 : Day of the Family.

Information for Passengers.

The Government has fixed authorised tariffs for luggage carriers and outside porters, for tug boat excursions and launch journeys to and from vessels off-shore. They are worth knowing.

Personal attendance at the Consulate is required, and application for visa should be made not more than a month before sailing. The under-mentioned regulations may be varied at Consul's discretion, and it is essential that all passengers should give definite information to the Consul as to the class in which they will be travelling.

Documents.—All persons (other than Uruguayan Citizens, Returning Residents, or passengers "in transit") must possess :—

- (1) Passport.
- (2) Certificate of Good Conduct and Fitness for Work (issued by a Police or Municipal Authority) with photograph attached.
N.B.—When it is not possible to obtain this Certificate, or when, in the opinion of the Consul, it is not drawn up properly, the immigrant is asked to produce the testimony of two competent persons who must be known to the Consul, or, alternatively, a Certificate issued by the Consular Representative of the Country of which the applicant is a national.
- (3) Certificate of Good Health (issued by a Public Health Authority or by a doctor nominated by the local Uruguayan Consul).
- (4) Certificate of Vaccination (within previous seven years).
N.B.—This Certificate although not compulsory, is advisable. Passengers on arrival at Montevideo will be asked to show they have been vaccinated or to produce Certificates. Failure to comply with this request will entail re-vaccination before they are allowed to land.
- (5) Six Hundred Uruguayan Pesos (approximately £65 Sterling) in the form of a bank draft on a recognized bank in Uruguay which must be deposited with the Administrative Section of the Inspector General of Marine on arrival at Montevideo and will be returned to the immigrant at the rate of \$50 a month.
- (6) Contract for Work duly legalised by the General Direction of Immigration in Montevideo; or
Permit to Land. This permit must be obtained by a relative already resident in Uruguay from the General Direction of Immigration in Montevideo and can only be obtained for Parents, Wives, Husbands, Daughters and Sons (under 21 years of age) of the resident.
- (7) Eight Photographs for use by the Consul.
- (8) Politico-Social Certificate obtainable only from Consuls-de-Carriere at London, Southampton or Cardiff.
- (9) Certificate giving profession, trade, art or craft followed.

The foregoing documents are presented to the Consul who, after approving them and obtaining finger prints of the applicant, will issue the necessary "Voyage Certificate."

Tourists are granted a visa (valid for twelve months) on production of a letter in duplicate from the Steamship Company, certifying that they are *bona-fide* tourists (stating class and approximate length of stay) and a letter from Bankers as to financial stability.

No photographs necessary.

Commercial Passengers holding return tickets and making a short stay only in Uruguay, will be granted a visa (valid for 30 days stay but which can be renewed for further periods of 30 days at a time) on production of (1) Letter from applicant's firm confirming his status as their travelling commercial representative ; (2) Letter from Chamber of Commerce confirming that the applicant is proceeding on a Commercial tour ; (3) Letter from Shipping Company confirming that he is a passenger making the round journey purely for commercial purposes.

Passengers "In Transit."—Passengers in all classes must be in possession of passport for Uruguay and the country of final destination ; through ticket to the country of final destination ; letter from a Consul of the country of final destination confirming that the applicant has been accepted as an immigrant or resident (the visa endorsement on the person's passport is not a substitute for this essential certificate) ; letter from a Shipping Company accepting responsibility for the passenger's due departure from Uruguay.

Definition of an "Immigrant."—Every foreign person arriving in the Republic of Uruguay in Second, Intermediate or Third Class (or equivalent Class in one-class ships), with the intention of settling in the country, shall be considered as an "immigrant."

Guidance for Commercial Travellers.

NOTE : Business men and commercial travellers are advised to read "Hints to Business Men Visiting Argentina, Paraguay and Uruguay," issued by the Department of Overseas Trade, London.

Commercial travellers must obtain a licence, costing 100 pesos annually, for Montevideo, 15 pesos yearly for other departments. The licence expires 31st December, and the full annual charge must be paid, regardless of the period at which the licence is taken out. Those who want a licence must apply in writing, on paper bearing a stamp of 60 centesimos, to Dirección General de Impuestos Directos (the Director-General of Direct Taxes). Travellers handling jewellery, timepieces and similar classes of goods pay a tax of 500 pesos.

Samples of no commercial value are admitted into Uruguay free of duty. In other cases the requisite duty must be deposited with the Customs authorities, or in lieu thereof a satisfactory bond or guarantee must be provided.

Visits are paid throughout the year, but the best periods are between June and August and December and January. In the latter period the wool clips and crops are being exported and there are more liquid assets than at other times. In the months of June, July and August orders are placed for the winter season 12 months hence.

The heat is oppressive during the summer (December to March), and light clothing is worn. In winter (June—August) heavy clothing and underwear is necessary, owing to the Polar winds which may be expected at that time of year.

FARMING LANDS AND FARMING LIFE IN URUGUAY.

Uruguay, although so near Argentina, is a land of widely different character. Argentina is mostly flat. In Uruguay one finds rolling, rocky ridges, not very high, sometimes tree crowned. The climates are much the same. Uruguay is in the warm temperate zone, and oranges grow over most of the Republic. There is less arable farming than in Argentina. The soil is not so well adapted to the plough and there has been less immigration. It is a land devoted to sheep and cattle fed on native pastures.

The typical Uruguayan estancia is set within a grove of high trees. At or near the gate is a small house, brick or adobe, with a roof often of thatch. This is the home of one of the *puesteros*, or pasture tenders, whose duty it is to look after one of the large *potreros*, or pastures, and to keep the gate.

Entering the pasture and driving through, one follows a cart track or an avenue of eucalypti. The pasture may be of 100 or even 5,000 acres. Well-managed estancias make rather small enclosures, the better to arrange their stock—from 200 to 500 acres in the main pastures, with smaller paddocks of from 40 to 100 acres, more or less, near the headquarters.

The estancia headquarters gleam white through the trees. There are the *galpones*, or barns, for shearing and possibly storing the wool; stables for horses and perhaps for cattle; small houses for the *peons*, or labourers; and last, the house of the *estanciero* himself which may be large, but is usually a rambling, roomy, one-storey brick building, plastered on the outside, and roofed with tiles. It is probably surrounded with a garden yielding oranges, peaches, apricots, figs, plums, roses, flowers, and vegetables.

In ordinary weather, when there is little to do to the sheep, the men are employed in perfecting the fences, repairing the houses, getting up the sheep for assorting or culling, or work with the cattle, of which there are always a number. The fences are inspected at short intervals and there is a rigid scrutiny of every sheep for scab disease.

Lambing begins in April, May, or June, and lambs born then get a good start during the winter and grow rapidly in August and September, when the spring comes. Other *estancieros* have all the lambs born in August and September, or sometimes as late as October.

Droughts in Uruguay are possibly less severe than in Argentina, though there is little difference in this respect. Locusts come in swarms from the north, settle over the lands, strip trees of their leaves, gardens of their plants, orchards of their fruit; consume even the grass and the very weeds. Few species of trees and plants are untouched by the destroyers. They come at irregular periods, and after a time disappear for another lull.

It is customary to furnish food to the labourers on estancias. The food is chiefly mutton, and a man with his family may consume from 70 to 100 sheep in a year.

A URUGUAYAN CALENDAR.

1515. Juan Díaz de Solís lands on coast and is killed by the Charrúas.
 1518. Ferdinand Magellan visits the coast.
 1527. Sebastian Cabot visits Uruguay.
 1580. Hernandarias fails to conquer Uruguay. Sends cattle into the country.
 1680. Colonia founded by the Portuguese.
 1726. Montevideo founded by Zavala, Governor of Buenos Aires.
 1729. First Cabildo established at Montevideo.
 1777. Uruguay included in the new Vice-Royalty of Buenos Aires.
 1811. After Revolution in Buenos Aires, seat of Vice-Royalty transferred to Montevideo.
 1814. Montevideo captured by the patriot, General Alvear.
 1817. The Portuguese capture Montevideo.
 1821. A Uruguayan Congress declares the country incorporated with the Portuguese dominions under the name of the Cisplatine Province.
 1825. Disembarkation of the thirty-three Orientals in Uruguay.
 1827. Brazilians defeated by Alvear at the Battle of Ituzaingó.
 1830. Constitution Promulgated. Rivera declared first President.
 1843-51. Intervention of the Dictator Manuel Rosas leads to seige of Montevideo.
 1863. Civil war. Invasion by General Venancio Flores.
 1864. Brazil invades Uruguay. Aguirre elected President.
 1868. The Republic divided into two parties, the Blancos and the Colorados. General Flores assassinated during an insurrection.
 1870. Conclusion of the Paraguayan war.
 1903. Civil war breaks out on the election of José Battle y Ordoñez as President.
 1904. The leader of the rebels, General Saraiva, mortally wounded. Peace restored.
 1939. Defeat of the Graf Spee off Punta del Este.
 1948. Sale of British Railways to Uruguay.

BRITISH EMBASSY AND CONSULATES IN URUGUAY.

The letter (L) denotes that the Consular Officer has authority to register *lex loci* marriages.

RESIDENCE.	RANK.	NAME.
Montevideo	Ambassador Extraordinary and Plenipotentiary.	Douglas Frederick Howard, C.M.G., M.C.
	1st Secy. & Consul	P. G. F. Dalton.
	2nd Secy. & Vice-Consul	L. A. P. Barker.
	1st Secy. (Comm.)	C. G. Harris.
	1st Secy. (Labour)	E. J. Toogood.
	Pro-Consul	A. T. McIntyre.
	Information Officer	N. P. A. Swan.
Maldonado	Vice-Consul	B. W. Anson-May.

EMBASSY AND CONSULATES IN GREAT BRITAIN.

RESIDENCE.	DESIGNATION.	NAME.
London 2, Victoria Street, Westminster, S.W.1.	Ambassador Extraordinary and Plenipotentiary	Dr. Enrique E. Buero.
	Counsellor	Gustavo A. Rey Alvarez.
	Sec.	Leslie H. Close.
London (66 Pont Street, S.W.1.)	Consul-General (Act.)	Julio Nestor Sosa.
	Consul	<i>Vacant</i>
Cardiff	In charge	Srta. Josefina Piffaretti.
Glasgow	Vice-Consul	Juan B. Cayrasso.
Liverpool	Consul	José Dauber.
Manchester	Vice-Consul	Arturo Shepherd.
Southampton	Consul	H. G. Petty.
Dublin	Consul	Patrick Rooney.
Swansea	In charge	Edgar Smith.

United States:—The U.S.A. are represented in Uruguay by an Ambassador, Consul-General, and two Vice-Consuls at Montevideo.

VENEZUELA

STEAMSHIP LINES OPERATING BETWEEN VENEZUELA AND OTHER COUNTRIES.

1. *Cargo Lines.*

Royal Mail Lines have a cargo service (with limited passenger accommodation) between the United Kingdom and La Guaira. Harrison Line from and to the United Kingdom.

2. *Passenger and Cargo Lines.*

(a) *United States.* Grace Line weekly from New York to La Guaira and Puerto Cabello and return, also to Maracaibo *via* Curacao. Royal Netherlands Line, weekly to Curacao (connections to Maracaibo). Aluminum Line, sailings from Gulf ports to La Guaira and Maracaibo.

(b) *Spanish.* The Transatlántica Espanola, from Spain to La Guaira and return.

Air Services:—For international routes from outside Latin-America by Pan American Airways, British Overseas Airways Corp., Air France, K.L.M., and the Italian LATI, see the AIR SECTION. Trans Caribbean Airways and Transocean Air Lines ply direct Services between Maiquetia and Rome.

The Línea Aeropostal Venezolana (LAV), along with the Colombian LANSÁ, flies from Maiquetia (airport for Caracas) to Bogotá. A similar service is to be run by both lines between Bogotá, Maiquetia, Maracaibo and Barranquilla. LAV, besides comprehensive internal services, flies from Maiquetia to Boa Vista (Brazil), to Havana (Cuba), and from the north coast to Trinidad.

LAV has flown several times to Europe and has a permit to establish a service to the U.S.A. There are as yet no scheduled flights.

TACA has a subsidiary, Línea Aerea Taca de Venezuela, which flies internal services, between Maiquetia and Maracaibo and Bogotá (Colombia).

British International Airlines flies between Caracas and the Caribbean area.

The Venezuelan air-line AVENSA, in which Pan-Am. have a large interest, accounts for most of the internal services.

All-cargo services to the interior as far south as the diamond fields of Santa Elena are run by Aerovías Venezolanas and Rutas Aereas Nacionales (RANSA).

The Chicago and Southern Air Lines has services from Houston and New Orleans to Caracas *via* Havana and Kingston.

Caracas, the capital, was founded in 1567, and has a population of 500,000. The city is regularly laid out, with streets at right angles to each other, on the southern slopes of the coast range. The northern part of the city has an altitude of over 3,020 feet; the southern is 400 feet lower. Although in the torrid zone, the temperatures are moderate, the maximum being 82° Fahr. and the minimum 62°. The town has broad, shady avenues and squares, a good telephone service, but the water supply is faulty. There is a background of mountains, the chief of which is El Avila.

By rail Caracas is 23 miles from La Guaira, and 99 miles from Valencia; but the railway from Caracas to La Guaira is now used for freight only; passengers go by bus. Caracas is conveniently placed for controlling trade in the principal towns of the north and much of the business with the interior. It has paper, cement, textile and tobacco factories, tanneries and breweries; its chief products are cacao, coffee, and sugar. It is served by the Central Railway of Venezuela (Caracas to Santa Lucia), the Caracas-La Guaira Railway, and the Gran Ferrocarril de Venezuela (Caracas-Valencia). The Transandine highway runs from Caracas through Maracay, Valencia (branch to Puerto Cabello), and Barquisimeto to Cucuta and Bogotá, in Colombia. Buses and automobiles operate from Caracas to Cucuta, making the trip between Caracas and San Cristóbal in 5 to 8 days.



Shipping Agency Service in Venezuela

Shipowners whose vessels are using Venezuelan ports are reminded that the Wilson Ship Agency service is now available in that Country. Please address enquiries to our Office at Apartado 666 Maracaibo, Estado de Zulia, or to Head Office:

WILSON, SONS & CO. LTD

SALISBURY HOUSE, LONDON, E.C.2

Telephone: Metropolitan 0811.

Telegrams: "Anglicus," London or Maracaibo

Points of Interest:—The Pantheon ; Government Palaces ; Municipal and National Theatres ; Cathedral and several churches ; University and Museum. The House of Bolívar, with its mementos of the great Liberator ; the best national paintings may be found in the Elliptical Salon, the Ministry of Foreign Relations, the Holy Chapel, the City Hall, La Pastora, and the Museum of Fine Arts.

There are several beautiful squares, the principal being the Plaza Bolívar, with a statue of the Liberator, Simon Bolívar.

Hotels :—Avila, Majestic, Potomac, Waldorf, Bs. 65 and up, all included. Veroes Apartments, Hollywood, Ambassador, Americano. Also several good boarding-houses. There are two first-class restaurants, and some night clubs.

Clubs and Recreation:—American Club, and Club Venezolano, in town ; the luxurious Country Club, at the end of Avenida Este at the foot of the mountains ; Palos Grandes, on slopes of Mt. Avila ; El Paraiso, Valle Arriba Golf Club. Membership of the better clubs is attained by the purchase of a share, which costs Bs. 32,500 for the Country Club and Bs. 10,000 for the Valle Club.

Recreations include tennis, swimming, billiards, motoring, horse-riding, flat-race meetings, bull-fights (nearly every Sunday in winter months), and tolerably good cinemas in Caracas. Golf (County Club) can be had on an 18-hole course at Blandin (8 km. from Caracas).

Excursions:—Avenida Paraiso and "19 de Diciembre," La Vega, Antimano, Los Chorro, passing "La Florida," Sabana Grande, Chacao, Los Dos Caminos, and to Petare by excellent concrete road. The road to Petare, a picturesque little town, skirts the slopes of the Avila.

Motor-cars cost from Bs. 6 per hour and Bs. 2 per trip in town. There is a system of "puestos" or taxi seats. A taxi takes 5 fares at a time, charging according to distance from Bs. 4 to 6 to La Guaira, and Bs. 5 to 10 for the return journey.

The "Lineas A.R.C." run 'bus services to most of the bigger cities.

British Embassy:—Tienda Honda Puente 63.

British Consulate:—Tienda Honda a Pte. Trinidad 63.

U.S.A. Consulate:—Edificio Banco Mercantil.

Anglican Church:—Av. Libertador, Las Caobas.

British Council:—Pelota A Abanico 32, Apartado 1246.

All America Cables & Radio, Inc.:—Calle Norte 2, No. 26. Branch Offices : Hotels Avila and Nacional.

Banks:—Bank of London and South America ; Royal Bank of Canada ; National City Bank of New York ; Banco Holandés Unido, Sociedad a San Francisco 6.

La Guaira is one of the most beautiful harbours in the world, set against a fine background of mountains. It is the principal port, and practically all business for the central part of the Republic passes through it. La Guaira is the shore end of the submarine cable to Florida *via* Curaçao, Santo Domingo, and Cuba. The breakwater has transformed what was once an open roadstead into a commodious harbour where ships lie alongside the piers. There are facilities for handling large cargoes of every description, and there are local steamer connections with Maracaibo and Puerto Cabello. Population, 9,500. Adjoining La Guaira are Maiquetia and Macuto. The latter is frequented by people of fashion in the season, November-March. It is connected with La Guaira by road ; and has a first-class hotel and facilities for sport.

The principal products are coffee, cacao, hides and skins. There are breweries, shoe, soap and candle factories, and sawmills.

Landing:—Alongside wharf.

Hotels :—American, La Mejor, Canada, Little, La Guaira, from Bs.40 up. Miramar, Palomas, (at Macuto), Bs. 70 ; Pension Perdigon (at Maiquetia).

All America Cables & Radio, Inc.:—San Juan de Dios 1.

Excursion:—By motor-car to Caracas. The mountain and roadway are among the most wonderful in the world, reaching a height of some 3,300 ft. The road has been shortened and faced with concrete, permitting the uphill journey in 60 minutes. Distance 23 miles.

Maracaibo, on the north-western shore of Lake Maracaibo, capital of the flourishing State of Zulia, and of large commercial importance, is distant from Caracas 572 miles by sea. The chief coffee exporting port, it is the centre also of the oil industry, with a

large foreign population. The harbour has deep water, and the bar is passable to ships drawing 16 ft. 6 in.

The climate is damp and hot, but healthy. The hottest months are July, August and September, but there is usually a sea breeze from 3 p.m. until morning. The mean temperature of 85°F. and average humidity of 95° are most felt at sea level. The suburbs, Bellavista, El Milagro, and Los Haticos occupy higher ground. New Government buildings have been built, others modernised, and miles of streets in and around the city paved. The city dates from colonial times, has a cathedral and many ecclesiastical institutions, and good parks. The cost of living is high. Population, 400,000. The main products are coffee, cacao, sugar, petroleum, salt, cotton, maize, hides and skins. There are tile, brick and furniture factories; other industries include fine rum, chocolate, sugar, and flour.

Indian villages which dotted the shores of Lake Maracaibo a few years ago have been replaced by thriving oil towns, such as La Rosa, Cabimas, La Salina, and Lagunillas. Escuque (*Villa Ingebur Hotel*), 5 miles west of Valera, is a favourite resort.

Hotels:—Normandie, Bs. 40 up; La Granada, Bs. 35; Scandia, 3 miles from town; Victoria.

Steamers of Dutch and American lines connect La Guaira via Curaçao with Maracaibo. There is a service to Encontrados, on the Catatumbo river, and to San Carlos on Escalante river by way of the lake.

All America Cables & Radio, Inc.:—Calle del Comercio 2.

Banks:—Banco Holandes Unido, Calle Comercio 119; The Royal Bank of Canada.

Puerto Cabello, in the State of Carabobo, stands on the Mar de la Antillas, a narrow peninsula 60 miles by sea west of La Guaira, 34 from Valencia, 40 from Tucacas. It ranks second in importance among Venezuelan ports of export, has an excellent harbour, a light-house, a dry-dock shipyard, and good communications with the rest of Venezuela. Chief products: coffee, cacao, copra, woods, hides. Local industries include corn mills, cotton mills, saw mills, marble works, beef packing, cigarette factories, and salt evaporation. Population, 32,087. Average temperature, 81° F. The local playground is the Playa Gañango beach, half-an-hour by car.

The central highway to Valencia, Maracay, Caracas and La Guaira gives motor rides of 150 miles through beautiful scenery. There are also roads to San Felipe and to Coro.

Hotels:—La Riviera, de los Baños, Universal.

Banks:—The Royal Bank of Canada; Banco de Venezuela.

Rail:—The Puerto Cabello and Valencia Railway gives a direct service with La Guaira; connecting with the Gran F. C. de Venezuela, it brings Caracas within ten hours' journey. The El Palito-Palmasola Railway now connects the Puerto Cabello and Valencia Railway with the Bolivar Railway.

OTHER TOWNS.

NOTE: The hotels charge on an average Bs. 40 a day up.

Amuay, upon the western side of the Paraguaná Peninsula, has a Customs House to meet the needs of the oil companies.

Aragua de Barcelona, second city in the State of Anzoátegui, 37 miles from Zaraza, 50 miles from Puerto Piritu, 72 miles from Guanta, and 62 miles from Barcelona. It is reached from either Barcelona or Puerto Piritu. Population, 7,000. Average tem-

perature, 82°F. There is an active cattle trade with the Orinoco region and the coast. The local industries are the manufacture of mantas, shawls, and aguardiente.

Hotels:—Venezuela, Sirio.

Barcelona, capital of Anzoátegui, has a population of about 11,490, and lies on the west bank of the Neveri River, 3 miles from the ocean, and 15½ miles east of Caracas. It is connected by rail with the port of Guanta, 11 miles away, and is a good trading centre. There are coal and salt mines and a large number of livestock in the district. Other products are petroleum, sugar, cacao, and coffee. A railway runs to the coal mines at Naricual. Steamers from La Guaira call at Guanta. Mean temperature, 80°F.

Hotels:—America, Pan American, Central.

Barquisimeto, the capital of Lara, has a population of about 100,000, and is the centre of a large and flourishing trade. It is at an altitude of 1,856 ft., on the Barquisimeto River, 220 miles from Caracas and 97 from Puerto Cabello. Average temperature, 77°F. It is one of the principal towns on the Trans-Andean Highway and is connected by road with the National Highway. The chief products of the district are coffee, cacao, sugar, sisal, cereals, cattle, and copper. Fibre hammocks and bags are manufactured.

Barquisimeto is on one of the alluvial fans so prominent in the Andes, at the head of the valley of the Turbio, which is the second largest sugar district in the country. It is the gateway to the Andes region and the market for a large agricultural area. It has access to the sea through Puerto Cabello by rail and road.

Hotels:—Astor, Europa, Washington.

Rail:—To Tucacas by the Bolívar Railway; connection is made between Tucasca and Puerto Cabello by the Railway Company's steamers.

Carúpano, upon the Paria Peninsula, a port on the Caribbean, with trade in cacao, coffee, sugar, timber, and tobacco. It has a population of 30,000, and its open roadstead is visited by steamers from Europe and by coasting vessels from La Guaira and Maracaibo. Average temperature, 81°F. Industries: straw hats, fibre weaving, soap factories, rum distilleries. There are good roads to Cumaná, Rio Caribe, and El Pilar. There are new oil fields in the neighbourhood.

Hotels:—Victoria, Carupano.

Ciudad Bolívar, capital of Bolívar State, on the right bank of the Orinoco, and 270 miles from its mouth, is the commercial and trading centre for half Venezuela. Population about 25,000; climate tropical; average temperature, 85°F. The town is fairly healthy, and is situated at the narrows, where the river is about 1 mile wide. The small town of Soledad faces it upon the left bank. There are several buildings of note. The town is the centre of the Orinoco river trade, and a considerable market for the cheaper classes of imported goods. Chief exports: gold, diamonds, hides and skins, balata, chicle and tonka beans. River steamers ply up river to San Fernando de Apure, and take ten days on the up-stream and six on the down-stream journey. There are steamer connections with Port of Spain (Trinidad), the port of transshipment for Ciudad Bolívar, with Puerto Cabello, and with La Guaira. The town is also connected by a dry season road, 600 miles long, with Caracas.

The town was once known as Angostura, and it was here that a physician invented the famous bitters in 1824. The factory was moved in 1875 to Port of Spain.

Hotels :—Bolívar, Central, Caracas.

Bank :—The Royal Bank of Canada.

Coro, near the base of the Paraguaná Peninsula, and capital of the State of Falcón. It is connected with its port, La Vela, by 8 miles of railway. Coro is reached by coasting steamers from Maracaibo and La Guaira, and by schooner from Curacao (56 miles). Roads run northwards to the Paraguaná Peninsula, and south-west to Altagracia, on Lake Maracaibo. Oil, salt, and coal are found in the neighbourhood ; goats are bred in large numbers, and their skins exported. Local industries are cattle raising and the manufacture of aguardiente. Population, 15,612. Average temperature, 82°F.

Hotels :—Occidental, Caracas.

All America Cables and Radio, Inc. :—Calle Buchivacoa 113.

Cristóbal Colón, the nearest Venezuelan town to Port of Spain, Trinidad, stands near the point of the Peninsula de Paria. It has a custom house.

Cumaná, 250 miles east of Caracas and 62 from Barcelona, straddles both banks of the Manizanes, a mile from Puerto Sucre. It has a long steamer pier, and local steamers from La Guaira and Carúpano use the port. Population, 25,893. Principal products : coffee, tobacco, cocoa, and fish. Cotton goods are manufactured. Average temperature, 80° F. There is a road to Barcelona.

Hotel :—Espana.

Encontrados, 40 miles up the Zulia River, is reached by steamer from Lake Maracaibo. It is the terminus of the Táchira Railway, serving important coffee-growing districts near the Colombian frontier. The railway is open to Estacion Torchira, 83 miles.

Maracay, capital of the State of Aragua and the centre of a rich coffee and cacao area, is 67 miles by rail from Caracas. It is connected with Caracas and Valencia and Puerto Cabello by railway and a strategic road. It is also fed by roads from the coastal area, including the port of Turiamo. Other roads are to Ciudad, Bolívar and through Valencia to the Western Llanos. The population is about 30,000 ; the altitude is 1,500 feet ; average temperature, 84°F. The port for hydroplanes is in the Valencia Lagoon, linked to the city by road. Beside coffee and cacao, the main industries are cattle raising and dairying. There is an important textile factory. Maracay is the military centre of the nation, and has two airports.

Hotel :—Jardín (40 Bs. per day, inclusive) ; Maracay.

Margarita Island, lying off the north coast, is reached by steamers or sailing vessels from the mainland ports, and from Caracas by air. It is over 40 miles long and from 5 to 20 miles broad, with an area of approximately 444 square miles and a population of over 70,000. The climate is exceptionally good. It is famous for its pearl fishing and for its hand-made straw hats and hammocks. Other products are goat skins, hides, fruit, dates, dividivi, tobacco, beans, coconuts, and yucca. The main port, **Porlamar**, with a population of 10,000, is the chief commercial centre. A port, **Pampatar**, on the south-eastern side of the island, is 60 miles from Cumaná, 85 from Barcelona, 45 from Carúpano, and 160 miles from Trinidad. Population, 1,000. The capital is La Asunción, with a population of 4,500. September or October is the best time for visiting.

Hotels in Porlamar :—Margarita, La India, Porlamar.

Maturín, capital of the Orinoco delta State, Monagas, is reached

by highway from Ciudad Bolívar; by schooner up Caño San Juan to Guarapiche River, and thence by light draught boats in three days. It is 28 miles from Aragua, and 31 miles from Caicera. The town is low-lying (240 feet), and has a population of 7,103. The main products are cotton, tobacco, coffee, cacao, rice, maize, cattle, and petroleum.

Hotels:—España, Principal.

Mérida, capital of its State, is in the sierra, 5,400 ft. above sea-level, standing on a typical alluvial terrace, seven miles long, surrounded by cliffs and plantations. It is the religious and University centre of Venezuela. It is accessible *via* Lake Maracaibo and the Rio Escalante. Train is taken at Santa Barbara to El Vigia, and thence by mule. There is a good motor highway (511 miles) to Caracas. There are textile mills producing cottons and woollens, and wheat and coffee estates. Population, 10,481. The climate is moist and cool.

Hotels:—Cordillera Bs. 40; La Sierra.

Puerto Salinas, on the western side of the Paraguaná Peninsula, with deep water inshore, has been selected as the site of a new port for the transhipment of oil from the Maracaibo region.

Rubio, near the Colombian frontier, the centre of an important coffee district and a town of 8,000 people, is accessible in one hour by a good motor road from San Antonio, a station upon the Táchira Railway leading to Encontrados.

San Cristóbal, on the plateau 34 miles from the Colombian frontier, is the capital of Táchira State. It stands on an alluvial terrace above the Torbes river, which flows south to the Orinoco basin. The town is on the great Trans-andine Highway to Caracas, and has trading relations with Cúcuta (Colombia). It may be reached by motor-car from San Felix, on the railway from Encontrados, and San Antonio, on the railway from Cúcuta to Puerto Villamizar, is only 21 miles away. Chief products: coffee, vegetables, sugar, iron, coal, and petroleum. Roads to San Antonio, to Uraca, to Caracas, and to the llanos down the valleys of Quaraman and Turbas. Population, 31,447. Altitude, 2,720 ft.

Hotels:—Bella Vista, Bs. 40; Royal.

San Felipe, capital of Yaracuy State, and about 30 miles east of the railway at Aroa, is accessible by motor from Puerto Cabello (58 miles), and by train from Tucacas by the Bolívar Railway. It is the main town in the Valley of Turbio. There is a good road to Barquisimeto. Main products: coffee, cacao, sugar, cotton, maize, fruits, rice, hides and copper. Population, 9,867. Altitude, 1,800 ft.

Hotel:—Bolívar.

San Fernando, a State capital on the Apure River, near the mouth of Portuguesa River. It is visited regularly by steamers from Ciudad Bolívar, and is a port of call for steamers plying on the Orinoco and Apure Rivers. It is the centre of the trade in alligator hides and the chief town of a large cattle-farming area. Products: cattle, hides, feathers. Population, 7,936. Average temperature, 90°F. It can be reached from Caracas by air or, during the summer, by road.

Hotel:—Central.

Trujillo, capital of Trujillo State, is reached by Maracaibo lake

steamers to La Ceiba, then by rail to Motatán, thence by road, 25 miles. The town is also on the Trans-Andean Highway. Altitude, 2,640 ft.; population, 18,254; climate, semi-tropical. The products are coffee, cacao, tobacco, maize and sugar. There are flour mills and ice plants.

Hotels:—Nuevo.

Tucacas stands on the shore of the Caribbean Sea, north of Aroa River, 40 miles from Puerto Cabello, 100 miles from Barquisimeto, and 45 miles from the famous Aroa copper mines. It is reached from Barquisimeto by the Bolívar Railway, and from Puerto Cabello by coastal steamers. Copper from the Aroa and Barquisimeto mines is exported, besides the various products of the Bolívar region—cacao, coffee, hides and skins. Population, 2,000.

Turiamo, lies between Puerto Cabello and La Guaira. Quays to accommodate the world's largest liners were being built, but malaria defeated the project and the extensive works have been abandoned. The port is connected by road with the Maracay-Valencia highway.

Valencia, capital of the State of Carabobo, has a population of 85,000, and stands on the west bank of Cabriales River, 3 miles from its mouth, near Lake Valencia. It is 34 miles from Puerto Cabello, 56 from Tucacas, and 99 from Caracas. It is the third city in size in the Republic, and the centre of the most developed agricultural region in the country. The climate and situation are delightful and attract visitors. The city ranks next to Caracas as a social centre. Its atmosphere is that of old Spain, and the interesting cathedral and the public market face each other on the central plaza. The main products of the area are coffee, cacao, sugar, hides, tobacco and beans. Its onetime industrial supremacy has been challenged by Barquisimeto, but its soap factory and textile mills are still important. Roads to Caracas, Puerto Cabello, and Maracay. Average temperature, 80°F.

Hotels:—Victoria, Caracas, Central, Juana de Arco.

Rail:—Gran F. C. de Venezuela to Caracas; and the Puerto Cabello Railway, with a branch line from El Palito to Palma Sola, on the Bolívar Railway.

Valera, State of Trujillo, is in many ways more important than the state capital, Trujillo. It stands 6 miles by road from Motatán, a station on the railway to La Ceiba (60 miles), and is 25 miles by the Trans-Andean Highway from Trujillo. The products of the region—coffee, cacao, fruit and sugar—pass through on their way to Maracaibo for export. Population, 10,000.

Hotels:—Haac, Bristol.

PHYSICAL FEATURES.

Venezuela is bounded on the north by the Caribbean Sea, on the east by British Guiana and Brazil, on the south by Brazil, and on the west by Colombia. The area of the Republic is 352,051 square miles, or about twice that of Germany. The name Venezuela, "Little Venice," was applied by Spanish navigators, who found in the lake-dwellings of the Indians inhabiting Lake Maracaibo a reminder of the Venetian waterways.

The country is roughly divided into four distinct regions: the great llanos, or plains, in the central area; the Guiana Highlands

in the south-east ; the lowlands around Lake Maracaibo ; and the Andean highlands thrusting out from Colombia, encircling the Maracaibo basin and separating the plains from the sea along the north coast.

There are three principal chains of mountains. The first, formed by a branch of the Andes where it divides at Pamplona (Colombia), may be called the alpine region, a broad and compact mass with its summits perpetually covered with snow. The second, the coast range, intersects the Andes near Barquisimeto, and runs in parallel ridges to the Caribbean Sea. The third is the Parima range, differing from the other two in geological formation. The Venezuelan Guiana which it occupies is an elongated convex tableland running from east to west. Its large mountains are separated by plains crossed by the principal rivers of the eight great watersheds of Venezuela.

There are three peaks of over 16,000 feet : La Columna, La Corona (Humboldt Peak), and La Concha ; and 22 peaks of 15,000 feet or more, perpetually snowcapped. The highest peak is Pico Bolivar (5,002 metres).

The country has 1,059 rivers and streams of varying size, of which 436 are effluents of the Orinoco, 230 discharge into the Caribbean Sea, 124 into the Gulf of Paria, 200 into Lake Maracaibo, and 22 into the Lake of Valencia. The principal navigable rivers are the Orinoco, Apure, Meta, Cauca, Negro, Guárico, Yaracuy, Escalante, Portuguesa, and Zulia-Catatumbo. Their total navigable length is over 6,000 miles.

The left bank tributaries of the Orinoco are the more easily navigable as they course in the main through grassy plains ; sand-banks in the dry season are the chief impediments. The affluents of the right bank, which rise in the highlands towards the Brazilian frontier, run swiftly through dense forests and are broken by rapids.

There are 71 islands and many rocks and islets. Venezuela has 208 lakes. The coast line is 2,000 miles long.

The **Island of Margarita** (Nueva Esparta), the largest, of 444 square miles, has important pearl fisheries.

Lake Maracaibo, of 5,000 square miles, is a shallow, inland bay joined to the sea by four channels, the largest of which is the "Barra de Maracaibo," 2 to 8 miles wide and 34 miles long. The "Lake" itself is about 130 miles long and in places over 50 miles wide. It is navigable throughout, and is used by shallow draught ocean-going vessels. The inland Lake Valencia is navigated by small steamers.

Climate:—There are three well-marked zones, varying in temperature according to their height above sea-level, and classified as torrid, temperate, and cold. The torrid zone begins at the coast and extends to an altitude of about 1,750 ft., with a temperature ranging from 78° to 82° Fahr. The temperate zone, from altitudes of 1,750 ft. up to 6,500 ft., has readings from 54° to 77°, and the cold region, above 6,500 ft., from 35° to 38° Fahr. The rainy or winter season on the llanos lasts from April to October, the dry season from November till March. In the temperate zone, which contains the cities of La Guaira, Maracaibo, Puerto Cabello, Maracay and Valencia, the climate is healthy and pleasant, and the seasons are not so definitely marked as in the lowlands. The dry season is

from December to April, and the rainy season from April to November. During the dry season, or summer, there is a great variation between day and night temperatures, and throughout the year there is a heat wave in the middle of the day.

Health conditions are moderate. It is well to eat as little meat as possible, to avoid vegetables which have not been boiled, and to filter or boil water. Medical attendance is quite good. Nearly all the doctors are Venezuelan, though some speak English.

Population :—An estimate of 1948 puts the total population at 4,590,600, including the native races. Foreigners in 1942 numbered 23,711. The population is mainly of mixed Spanish and Indian blood, with an admixture of negro blood along the coast. The States of Lara (322,815) and Zulia (350,402) are the two most populated areas. The Federal District has 377,434 inhabitants.

Flora :—Over 6,800 species of plants have been identified, including 700 orchids, 300 grasses, and 130 palms. Each of the three climatic belts has its own vegetation. Dry forest, with dividivi, logwood, and cacti, is characteristic of the north-west coastal region. Deciduous forest with rubber, balatá, chicle, balsam, and cusparia trees occupies about two-thirds of the forest area. The districts of more steady rainfall produce giant palms, greenheart, shrubbery undergrowth, and epiphytic growths. Grasses and herbaceous plants cover the Andine and coastal mountain ranges at high altitudes. In the intermediate "tierra templada" pines, laurels, ferns, and mosses flourish, and here coffee is planted.

Fauna :—The animal life of the eastern part of the country is similar to that of Northern Brazil and the western part to that of Colombia. There are 20 species of monkeys. The carnivores include seven species of felines, one species of canines (*Azaræ Rengg*) in addition to European breeds, several species of martens, including the mephitis (mapurite), and three or more species of bear. There are five species of ruminants and even-toed pachyderms.

CONSTITUTION AND GOVERNMENT.

The United States of Venezuela was formed in 1830 after amicable secession from the other members of the Republic of Gran Colombia. The Constitution in force is that of July, 1947.

Congress consists of two chambers, the Senate of 40 members and the Chamber of Deputies of 98 members, elected for 5 years. Senators, 2 for each State, must be Venezuelans by birth and over 30 years of age. Deputies, elected in the various States by direct vote, must be native Venezuelans over 21 years of age; there is one for every 40,000 inhabitants, and one more for an excess of 20,000. A State with fewer than 35,000 of population has one deputy. The 2 Territories, on reaching the population fixed by law, also elect deputies. Alternative deputies are elected to replace the principals, if necessary. Suffrage has been extended to all men and women over 18.

The President, elected by universal secret ballot for 5 years, must be a Venezuelan by birth, over 30 years of age, and cannot succeed himself. He exercises executive power in conjunction with the Cabinet Ministers, through whom he acts, and has a modified power of veto.

The 20 States are autonomous and politically equal. Each has a Legislative

Assembly, whose members are chosen in accordance with their respective Constitutions, and elect a President (Governor). The States are divided into 151 districts and 629 municipalities. Each district has a municipal council, and each municipio a communal junta. The Federal District and the Territories are administered by the President of the Republic through Governors (Presidents of State).

The language of the country is Spanish.

Religion and Education :—The Roman Catholic is the prevailing religion, but there is toleration of all others. There are two Archbishops, one at Caracas, who is Primate of Venezuela, and one at Mérida. There are 8 suffragan bishops. In the primary schools religious instruction is given only to children whose parents expressly request it. Elementary instruction is free, and from the age of 7 to the completion of the primary grade, compulsory. For superior education there is Caracas University (300 years old), with 2,146 students, and the University of Los Andes at Mérida, with 727 students. There is also a School of Geology at Caracas.

Justice :—The supreme tribunal is the Federal and Cassation Court, whose 7 members are elected by Congress for 5 years, one for each of seven groups of States into which the Republic is divided for this purpose. They select their own President, Vice-President and Chancellor. The Federal Procurator-General is appointed for 5 years. There are lower Federal Courts. The States have each a Supreme Court with 3 members called respectively President, Relator and Chancellor. Each State has also a superior court or superior tribunal, courts of first instance, district courts and municipal courts.

PRESIDENT.

Lieut-Col. Carlos Delgado Chabaud.

MINISTRY.

Foreign Affairs	.. ..	Dr. L. E. Gomez Ruis.
Internal Affairs	.. ..	L/Col. Luis Llovera Paz.
Defence	.. ..	L/Col. Marcos Perez Jimenez.
Public Works	.. ..	Gerardo Sanson.
Agriculture	.. ..	Amenodoro Rangel Lamus.
Finance	.. ..	Aurelio Arreaza.
Development	.. ..	Manuel Egaña.
Labour	.. ..	Dr. J. T. Rojon Contreras.
Health	.. ..	Lieut-Col. Oscar Mazzei.
Communications	.. ..	Antonio Martin Araujo.
Education	.. ..	Augusto Mijares.
Governorship	.. ..	Celis Paredes.

NATURAL RESOURCES.

Three-fourths of the population is engaged in agricultural pursuits. The principal products are coffee, sugar, cotton, cocoa, tobacco, and tonka beans. Coffee and cacao constitute about three-fourths of the exports of the country, other than oil. The agricultural region covers 300,000 square kilometres. Scientific methods of cultivation are taught at the new agricultural stations established in each of the twenty State capitals.

Coffee is the main item in the Agricultural prosperity of Venezuela. The tree is grown throughout the temperate zone, at a level varying from 500 to 1,400 metres above sea level. The bean grown on the lands beneath this level is larger but poorer in essential properties. The highland bean is hard, compact, rich in caffeine and essential oils, but smaller in size. There are about 220,000 hectares carrying

556,000,000 coffee trees, mainly in the states of Tachira, Trujillo and Merida. A "tablon" (6,987 square metres) yields some 500 kilos of coffee and holds generally 1,100 trees. About 1,000,000 bags is an average crop, with 779,000 bags of 60 Kilos in 1947-48, 600,000 bags in 1948-49, and 850,000 bags in 1949-50.

Picking begins in October and is heaviest December—February. The bulk of the supply is exported from Maracaibo, Puerto Cabello, and La Guaira to the U.S.A. Exports: 1946—39,673 m. tons; 1948—35,737 m. tons, value Bs. 71,567,352.

Cacao of high quality is the second crop in importance, and finds its principal market in the United States. Two kinds are grown, the *trinitario*, of inferior quality, with a small bean, flat, and bitter to the taste, and the *criollo*, larger, oval in shape, and sweeter in taste. The *trinitario* is grown in Eastern Venezuela and parts of the central zone; *criollo* is grown in the coastal regions. Most of the crop is picked in December and June. The 1947-48 crop was 23,790 m. tons; only 10 per cent. is used locally. Exports (m. tons); 1947—11 746; 1948—17,913; 1949—13,518.

Sugar is produced for home consumption, and might be grown upon a much larger scale. The 600 sugar estates produce 35,650 metric tons of straight sugar and the same amount of panela, or crude brown sugar. Half the production is by one famous sugar estate, the "Central Venezuela."

Tobacco is the fourth crop in importance. About six million lb. of leaf are produced. Of this, 70 per cent. is used for making cigarettes and the rest is used for cigars. There are 275 factories turning out tobacco products. Most of them are at Caracas, Puerto Cabello, Cumana, Valencia and Maracay. An experimental tobacco plantation in the State of Carabobo is very successful.

Large areas of land are suitable for **cotton** growing, and fibre of especially good quality has been grown in the States of Aragua and Carabobo. The crop is consumed by the mills in Valencia, Caracas, Maracay, and Cumaná, and is picked in November–December. Production in 1948-49 was 12,059 bales.

The growing of **foodstuffs** in the western part of the country has suffered from the development of the Maracaibo oilfields, but maize (486,000 m. tons), wheat, rice (12,000 m. tons), and various kinds of vegetables are widely grown for internal use.

Approximately one-third of the area of the country is good for **stock raising**. The extensive plains, the Llanos, watered by the Orinoco and its tributaries, are well suited for raising cattle, but the pasture is decidedly inferior to that of the Argentine Pampas, and the lack of transport has prevented the industry from developing. A British concern, which owns large areas of land in the State of Apure, has imported numbers of pedigree Shorthorn bulls and some rams, in order to improve the native breeds. The total head of cattle in Venezuela is estimated at about 4,010,000. The *Compania Ganadera Industrial Venezolana* has a factory at Maracay for the production of meat products and for canning. About 47,500 are exported annually on foot. Some butter is made.

Some 1,410,000 goats and 60,000 sheep range the plains and plateaux, and goat skins are exported in considerable numbers.

The average annual export of cow hides is 1,000 metric tons ; of goat skins, 700 metric tons.

Forests cover nearly half the Republic, but their resources have barely been tapped. Six hundred species of wood have been identified. Dividivi pods for tanning, fustic and indigo for dyeing, rubber plants and the cabinet woods, including mahogany, are of present commercial importance. There are numerous saw mills in the twin towns of Araure and Acarigna (on the southern route from Valencia to Barquisimeto). They are the lumbering centre, dealing mainly with mahogany and the great cedar. Rubber production is under 300 tons.

Balatá gum is the most important article of forest produce for export, but exports have decreased considerably of late years.

The **coconut** crop is increasing, and oil is extracted from the nut at Cumaná. Its cultivation in the great tracks of coastal land and along the rivers offers great possibilities.

Tonka bean production is normally, about 6,000 quintals. **Chicle** exports have been falling owing to lack of demand, and are now negligible. About 500 metric tons of dividivi are exported annually. The normal sisal crop (mostly in the State of Lara) is 3,500 m. tons, and the sesame crop over 3,000 m. tons, yielding 1,329 m. tons of oil.

The centre of the trade in **egret feathers** is San Fernando de Apure. The business has diminished because a law of 1917 restricts the gathering of egret feathers. They may only be taken from the heron roosts, or garceros, during the moulting season (July to November inclusive). The killing of herons for the sake of the feathers is forbidden. The Government has also prohibited the indiscriminate slaughter of alligators.

There are **pearl** fisheries off the island of Margarita, under Government control. Fishing is allowed during the first seven months of the year under a Government licence. Production is around 5 million carats.

MINERAL WEALTH.

Oil :—The concessions are computed to cover 13,507,000 acres, and their rapid development is indicated by the following statistics of production. Oil accounts for 96.3 per cent. of total exports.

1925	19,022,200 barrels.	1946	388,491,414 barrels.
1929	137,472,100 "	1947	435,200,000 "
1941	225,000,000 "	1948	490,016,000 "

Export, 1948, of crude oil—437,700,000 barrels ; of refined products—31,391,000 barrels. Total value—U.S.\$675,162,000

Venezuela is now the second largest oil-producing country in the world. The basin of Lake Maracaibo has proved the most prolific South American source of oil and one of the chief producing areas in the world ; it contributes 65 per cent of Venezuelan oil. There is another field in Central Eastern Venezuela, in the States of Guarico, Anzoategui and Monagas ; it contributes 35 per cent. of the oil. A third area, the Portuguese-Barinas zone, is now being developed. The oils vary in grade from heavy to light, and are exported chiefly in the crude state in shallow tank steamships.

Refineries are being set up with a total capacity of 290,000 barrels a day. There are several pipe lines.

The companies producing in Venezuela are mainly the Creole Petroleum Co., (52%); the Shell group, (28%); the Mene Grande Petroleum Co., (15%); and miscellaneous smaller companies account for 5 per cent.

Deep-water stations for the transfer of oil to ocean steamers have been opened on Paraguaná and Aruba Island, an economy over transshipment at Curaçao.

The Shell group have a refinery at Punta Cardon, and the Creole group another at Amuay. Local refineries dealt with 43,513,000 barrels in 1948. Local consumption of refined products was 7,796,000 barrels.

Asphalt is exported by the New York and Bermudez Company from wells at Guanoco, where there is an asphalt lake of 1,000 acres. The Company's export, which reached 20,152 metric tons in 1931, has fallen away almost completely. There are many other deposits in the country, but none of them is worked.

Gold mining in the Ciudad Bolívar region, where El Callao mine gave extraordinary results under relatively uneconomical methods of working in the last century, is gradually shifting eastward towards the British Guiana border. Tumeremo has taken the place of Guasipati as the most important mining town. The principal companies are New Gold Fields of Venezuela, Ltd.; Botanomo Mining Corporation; and Compagnie Française de la Mocupia. Gold is being carried by air from the mines at Ciudad Bolívar and El Callao to Maracay. Production of gold was 679 Kilos in 1947 and 1,565 Kilos in 1948.

The output of diamonds (40 per cent. in industrial and 60 per cent. in gem) was 61,634 carats in 1947, and 75,513 carats in 1948.

Coal of good quality is got at Naricual from State coal mines, equipped with briquetting plants, and at Capiricual and Toporoco, points favourable for shipment from the ports of Guanta and Coro. The total production averages about 7,000 metric tons. **Copper** is mined at Aroa by the South American Copper Company. **Magnesite** deposits upon Margarita Island, 200 miles north of La Guaira are worked upon American account, and are of exceptional purity. Cinnabar deposits in the Torres District of the State of Lara are being developed. **Nickel** deposits have recently been discovered near Las Tejerías, State of Miranda, and Tinaquillo, State of Cojedes. **Asbestos** is being developed at Tinaquillo. Rich **phosphates** deposits have been explored at Riecito, near Jacura, State of Falcon, at a distance of 50 kms. from the sea. **Iron-ore** is being mined by a subsidiary of the Bethlehem Steel Co. in the mountains to the West of the Gulf of Paria, in eastern Venezuela.

A steel plant with a capacity of 20,000 tons a year uses scrap.

Some 22,600 metric tons of **Salt**, a Government monopoly, is produced. Mercury production is a little over 2,000 kilos.

INTERNAL COMMUNICATIONS.

The Orinoco and its tributaries are navigable during the rainy season some way into Colombia. Navigation is restricted to boats

flying the Venezuelan flag and owned by Venezuelans. The waterway is practically a monopoly of the *Compañía Venezolana de Navegación*. Limited accommodation for passengers is provided on its small, slow boats.

There are 12 main lines of railway of different gauges (10 national and 2 British), with a total mileage of 623. In addition, the oil companies have about 62 miles of railroads.

The La Guaira and Caracas Railway (23 miles) connects La Guaira, the chief port of Venezuela, with Caracas, the capital city, but the line is now used for freight only. Passengers go by bus. The two towns are but 8 miles apart, as the crow flies, but between them stands a mountain rising abruptly to 9,000 feet. It takes 23 miles of circuitous road to cover the 8 miles. Passengers see magnificent mountain scenery, and enjoy the marvellous contrasts of sea and mountain.

Another artery for ocean traffic is the line from Puerto Cabello to Valencia, which, in its turn, is joined to Caracas by the Government-owned *Gran Ferrocarril de Venezuela*. This passes through the rich agricultural districts of Maracay and Araguay Valley. The El Palito-Palma Sola Railway now joins the Bolivar and the Puerto Cabello and Valencia systems.

The Central Railway runs from the capital to Ocumare del Tuy, carrying maize, coffee, and sugar to Caracas. The Bolívar railway (136 miles) runs from Barquisimeto to the Port of Tucacas, with a branch line to San Felipe. It is the oldest in the country, with a gauge of only 2 feet. Coffee, sugar, and cocoa are the principal freights. There is also the *Gran Ferrocarril del Tachira* and the *Gran Ferrocarril de la Ceiba*, which carry coffee from the mountainous regions in the States of Tachira, Merida, and Trujillo to Lake Maracaibo.

Vast tracts of country, however, mainly in the eastern and central parts of the Republic, are untouched by railways or roads.

Large improvements have been made in the roads to fit them for motor traffic. There are now three great highways. The first runs from Caracas to Ciudad Bolívar (600 miles), but is liable to floods during the rainy season in the low lying areas. The second, the National highway, runs from La Guaira to the Colombian frontier, and is continued to Bogotá in Colombia and beyond. This is 736 miles long. A branch road runs off from El Palito to Puerto Cabello. The third runs from Coro, in the north, southwards through Trujillo and Merida, to San Cristóbal. From Carora a branch runs westwards through Barquisimeto and thence to Acarigua, where it joins the National Highway. This third highway has been connected up with La Ceiba, whence there are lake boats to Maracaibo. The task is by no means completed yet, and until it is so the natural resources of the country cannot be fully exploited. There are in all 6,000 miles of road, of which about 4,000 miles are improved surface highways passable in all weathers.

There are 80,000 motor vehicles in the country. Carts, mules, and donkeys are extensively used, even in competition with the railways. During the rains, when trade by cart over the llanos of the Guarico and Orinoco is impossible, owners bring in their vehicles to Caracas and other places served by railways.

INDUSTRIAL DEVELOPMENT.

Manufacturing Industry:—Electric power and light are available in most of the large towns. The waterfalls near Caracas have an estimated capacity of 15,000 h.p. Ten spinning and weaving mills operate 67,300 spindles, 2,027 looms, and use up 4,900 m. tons (half of it imported) of cotton in making 24,721,000 metres of textiles. Output is concentrated on low priced textiles. There are 6 rayon weaving and knitting mills near Caracas using imported yarn. Domestic production of textiles is 30 per cent. of local needs.

Leather is one of the principal industries of Venezuela; there are tanneries in Caracas, Valencia, La Guaira, and in other smaller towns. A good class of footwear and saddlery is manufactured from locally produced hides. At Maracay there is a paper factory which supplies an appreciable proportion of the requirements of the country, and a plant for the manufacture of soaps and perfume. Chocolate, glass, cigarettes, rope, straw hats, furniture are all moderately thriving industries in various parts of the Republic. There are a number of sugar refineries and five breweries, one of which produces its own bottles. Annual production of beer is about 57,744,000 litres. There are two foundries at Caracas. There are rubber tyre, glass, match, nail, button and cheese factories, and several petroleum refineries. Cement plants turn out 214,512 m. tons a year. Other established industries are vegetable oils, alimentary products, and pharmaceuticals. There is one vegetable cannery.

Labour:—A new labour code was passed by Congress in 1936, the principal provisions of which are a universal eight-hour day, holidays with pay, compulsory profit sharing and the obligation on all companies to employ at least 75 per cent. of Venezuelans, both as workmen and office staff. Immigration is encouraged. There were 35,369 immigrants in 1948.

British Capital:—The amount of British capital invested in Venezuela, and quoted on the London Stock Exchange, was estimated at the end of 1948 at £18,353,300. Of this, £2,193,102 were invested in railways, and £16,160,198 miscellaneous. The average interest paid was 9.9 per cent., but no interest was paid on £9,892,347. (*South American Journal*). U.S. direct investment is \$262,376,000.

Foreign Trade:—Oil is responsible for 90 per cent. of the total exports. The proceeds do not return to the country in full, so the exports given below do not include oil and oil products.

EXPORTS.					IMPORTS.
					Millions of Bolivares.
1945	..	..	..	..	82.9
1946	..	..	..	..	497.6
1947	..	..	..	..	127.5
1948	..	..	..	..	985.6
					1,870.5
					2,999.7

The principal articles of export in the order of their importance are : Petroleum, coffee, cacao, and gold.

PUBLIC DEBT.

External debt—nil. Internal debt—Bs.22,847,131 on June 30, 1949.

CURRENCY, WEIGHTS, AND MEASURES.

The official monetary unit is the Bolivar (now equivalent to 0.290.323 gramme fine gold or 32.67 cents U.S.). It is divided into 100 céntimos. The controlled exchange rate stands at Bs.3.35 to U.S. \$. The following are Coins in current circulation : silver, Bs. 5, 2, 1, $\frac{1}{2}$, and $\frac{1}{4}$; nickel, 0.125 (locha), 0.05 (centavo) bolivars. The bank notes in circulation are as follows : 1,000, 800, 500, 100, 50, 20 and 10 bolivars. The circulation of foreign bank notes is forbidden.

The exchange rates now stand at Bs. 3.35 to the U.S.\$., and Bs. 9.30 to the £ sterling.

Metric measures and weights have been adopted by law and have now almost universally replaced the old Spanish measures and weights : leguas (leagues), varas (yards), fanegas (bushels), arrobas (twenty-five pounds, equal to 11.502 kilograms), libras (sixteen onzas) and onzas (ounces).

PUBLIC HOLIDAYS.

January 1 : New Year's Day.
January 6 : Epiphany.
February 9, 10 : Carnival.
March 19 : St. Joseph.
March : Holy Week, Thurs., Fri., Sat.
April 19 : First Movement for Independence.
May 1 : Labour Day.
May 6 : Ascension Day.

May : Corpus Christi.
June 24 : Battle of Carabobo.
June 29 : Peter and Paul.
July 5 : Independence Day.
July 24 : Bolívar Day.
October 12 : America Day.
November 1 : All Saints' Day.
December 8 : Immaculate Conception.
December 25 : Christmas Day.

PRESS.

CARACAS :—"El Universal," "El Heraldo," "Billiken," "La Esfera," "Gaceta Oficial," "Fantoches," "Nosotras," and "Elite," "Caracas Journal," (in English).

LA GUAIRA :—"El Heraldo," "El Diario de la Guaira."

MARACAIBO :—"Gaceta Oficial," "La Información," "Panorama," "Excelsior," "El País."

POSTS AND TELEGRAPHS.

Postal Rates:—Minimum for foreign letters, 37 $\frac{1}{2}$ centimos ; for inland letters, 25 centimos. From U.K., 3d. for 1st oz., 1 $\frac{1}{2}$ d. each succeeding oz.

Air Mail:—1 to 10 grammes, Bs. 0.30, with Bs. 0.30 per 10 grammes in excess plus ordinary postage for the interior ; 1 to 5 grammes, Bs. 0.45, with Bs. 0.45 per 5 grammes in excess plus ordinary postage for the exterior. From the U.K., see page 30.

Telegrams:—Internal : Bs. 1 for 10 words ; Bs. 0.25 for additional 5 words or portion ; 20 words, 1.50 bolivars. Double on Sundays, holidays, and at night (7 p.m. to 6 a.m.). There are telephone services between the main cities.

Cables:—All America Cables & Radio, Inc., provides communication with all parts of the world through its cable stations at Caracas, Coro, La Guaira, and Maracaibo.

A powerful Government radio station at Maracay puts Venezuela in direct radio-telephonic communication with most of the world's capitals. There are other stations at Caracas, La Guaira, San Cristóbal, Porlamar, Maracay, Puerto Cabello, and Maracaibo.

Broadcasting, maintained chiefly by advertising revenue, is now well established. There are 24 long wave and 33 short wave broadcasting stations.

Information for Passengers.

Passport, certificate of health, vaccination certificates and signed photographs must be presented personally at a Venezuelan Consulate and a visa got for which payment of Bs. 20 is made on landing in Venezuela. (This must be paid in bolivares or U.S. currency ; in bolivares to save time and trouble). An exit permit must be got from the Ministerio de Relaciones Interiores (Bs. 2), not more than four days before leaving. If the stay has been over 15 days, an income tax declaration must be made before this exit permit is issued. Where income tax is levied, it is at 3 per cent.

The Cost of Living is very high. Caracas is probably the most expensive city in the world to live in. A rough index is from 4 to 4½ times as expensive as in England. A £1,000 a year man in England would require at least £4,000 a year in Venezuela to live in the same style. The minimum cost of board and lodging in Caracas for a resident bachelor is Bs. 350 a month. Housekeeping for two, plus two maids, not including wages, easily takes Bs. 1,000 a month. (A cook gets Bs. 200-250 a month ; a maid gets Bs. 100-130 a month). Average house rent (fit for European) is : unfurnished—Bs. 600 up per month ; furnished—Bs. 1,000 up per month. The minimum cost of board and lodgings is slightly less in Maracaibo.

Clothing :—Tropical worsted in colours suitable for wear in any city is the most comfortable for Caracas. White clothing is not worn. In Maracaibo and the hot, humid coastal and low-lying areas, regular washable tropical clothing is the most comfortable. In Western Venezuela and the higher Andes, a light overcoat and a woollen sports jacket make for comfort ; they can be useful even in Caracas. Khaki bush clothing is needed for a visit to the oilfields.

Guidance for Commercial Travellers.

The best months for a commercial visit are March, April, and May, or August, September, and October. No special licences are needed. The law demands the deposit of Bs. 500 on entering, which is refunded on departure ; but there are many exceptions to this law, and no deposit need be made if some local firm will answer for the foreigner.

See "Hints to Business Men visiting Venezuela," free on application to the Export Promotion Dept., 35 Old Queen Street, London, S.W.1., by U.K. travellers going overseas on export business, for regulations about the entry of samples.

A VENEZUELAN CALENDAR.

- 1498. Columbus sights the Venezuelan coast just south of the Windward Islands.
- 1499. Alonso de Ojeda lands on the Peninsula of Paria.
- 1520. Cumaná founded.
- 1529. The city of Maracaibo founded.
- 1551. City of Barquisimeto founded.

1567. City of Caracas founded.
 1595. Sir Walter Raleigh sails up the Orinoco River in search of El Dorado.
 1617. City of Barcelona founded.
 1618. Sir Walter Raleigh again explores Venezuela.
 1764. City of Angostura (now Ciudad Bolívar) founded.
 1796. Republican outbreak.
 1806. Francisco Miranda leads the patriot expedition from New York to Venezuela.
 1811. Independence proclaimed.
 1812. Miranda is sent to prison in Spain. Caracas destroyed by earthquake.
 1813. Bolívar takes up Army.
 1819. Country becomes part of Greater Colombia.
 1821. Patriot victory of Carabobo under the leadership of Simon Bolívar.
 1830. Death of Bolívar. Venezuela secedes from Greater Colombia.
 1845. Independence recognized by Spain.
 1892-4. Civil War.
 1899-1903. Rebellion.
 1902. Great Britain and Germany present ultimatum. Blockade of ports.
 1903. British and German claims referred to The Hague. Blockade of ports raised.
 1935. Death of General Gomez.
 1945. War declared on Axis. Revolution.

VENEZUELAN EMBASSY AND CONSULATES IN GREAT BRITAIN
AND HER DOMINIONS.

RESIDENCE.	DESIGNATION.	NAME.
London (96 Park Lane, W.1)	Ambassador Plenipotentiary .. Minister-Counsellor .. First Secretary .. Second Secretary .. Cultural Attaché ..	Dr. Carlos Sosa Rodriguez. Eduardo Marturet. José Campbell-Santana. <i>Vacant</i> Señorita Miriam Blanco-Fombona.
Liverpool	Consul-General ..	Carlos Cristancho.
London	Consul-General .. Vice-Consul ..	Eduardo Michelena <i>Vacant</i>
Cardiff	Consul <i>ad honorem</i> ..	C. E. Goodchild.
Montreal (Canada)	Consul-General ..	M. A. Rodriguez.

There are also Consular representatives in London, Cardiff, Glasgow, Birmingham, Bridgetown (Barbados), Ceylon (Colombo), Granada (Antillas), Kingston (Jamaica), Halifax (Canada), Toronto and Vancouver.

BRITISH EMBASSY AND CONSULATES IN VENEZUELA.

The letter (L) denotes that the Consular Officer has authority to register *lex loci* marriages.

RESIDENCE.	RANK.	NAME.
Caracas	Ambassador	Sir John Magowan, K.B.E., C.M.G.
	1st Secy. & H. of Chancery	J. Robinson.
	1st Secy. (Comm.) ..	A. C. Maby.
	2nd Secy. (Comm.) ..	M. Gale, M.B.E.
	1st Secy. (Labour) ..	C. A. Bryer.
	Consul	J. Robinson.
	Consul (Actg.)	R. Croker.
Bolívar	Vice-Consul	—
Carupano	Vice-Consul (Actg.) ..	J. Franceschi.
La Guaira	Vice-Consul „ ..	A. Fox.
Maracaibo	Vice-Consul „ ..	F. B. Hill.
Puerto Cabello ..	Vice-Consul (Actg.) ..	S. W. Wareham.
Caripito	Vice-Consul „ ..	H. C. Murphy.
Las Piedras	Vice-Consul	Capt. J. B. Anderson.
Puerto La Cruz ..	Vice-Consul	<i>Vacant</i>

The United States are represented by an Embassy and Consulate at Caracas, with Vice-Consuls at La Guaira, Maracaibo, and Caripito.

MEAT FROM SOUTH AMERICA.

The cattle and sheep-raising industries in the southern half of the continent form the basis of a great export trade in refrigerated and canned meat. The herds and flocks of the main countries are estimated to be :—

		Cattle.	Sheep.
Argentina	.. ..	41,268,470	50,856,556
Uruguay	.. ..	6,820,939	19,559,335
Brazil	.. ..	42,000,000	10,500,000

Livestock in the northern half of South America are, for various reasons, of less interest as potential supplies of beef and mutton for consumption overseas, important as they are from other points of view. Colombia and Venezuela have a large number of cattle, and there are an estimated 6,000,000 head of sheep in Peru.

More than half the meat sold in Smithfield Market in peace time comes from South America. So does approximately one-third of all the butchers' meat consumed in Great Britain and Ireland. About 80 per cent. of the world's export beef comes from the cattle ranches of South America.

Since 1939 chilled beef has not been shipped to England, but frozen only. This economises shipping space, and the frozen meat can be held for a long time in cold storage as a reserve.

The extent of the supplies and the studied organization of the meat trade allow of continuous operation, with consequent economy. Thus, the meat refrigerating works in Argentina can treat probably 25,000 head of cattle and over 50,000 sheep daily. Four similar works in Uruguay are able to deal with 4,000 head of cattle daily, and five others in Brazil with 6,000 head of cattle.

The cattle providing the best chilled beef are steers of about 2½ years. The supplies of cattle are classified as chillers, freezers, continentals (lean animals for freezing and sale in normal times to Europe), and canners, used for canned and sun-dried meat. The slaughter and dressing of the carcasses is done upon the most approved system by a minute subdivision of labour.

Of the 17 freezing works in the Argentine, 11 are on the River Plate, 1 at Bahia Blanca, and 5 in Patagonia. About a million cattle and 700,000 sheep are treated in Uruguayan freezing works and these, although outside Argentine jurisdiction, form an integral part of the River Plate meat trade.

Frigorifico slaughtering:—

ARGENTINA.

	Cattle.	Pigs.	Sheep.
1943 ..	4,140,216	3,014,223	9,460,186
1944 ..	3,811,808	3,874,965	9,708,940
1945 ..	2,979,649	3,330,015	8,941,946
1946 ..	3,610,931	2,077,773	8,471,075
1947 ..	4,808,542	810,289	9,392,582
1948 ..	4,437,849	978,555	6,154,876

The *total* registered slaughter of cattle in 1948 was 6,841,700. Average Argentine consumption of meat per head of population is now 150 kilos (330 lb.) a year, as compared with 70 kilos (154 lb.) in the United States.

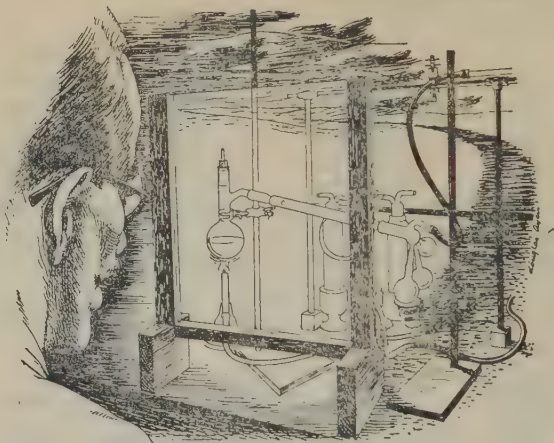
The export of meat from the "frigorificos" during the last three years for which statistics are available was as follows:—

	1945. tons.	1946. tons.	1947. tons.
Frozen Meat	336,900	372,600	479,100
Frozen Offals, Canned			
Meats, Dried Meat, etc.	176,700	175,600	208,200
Tallow and Melted Fats	98,100	51,800	56,100
Cattle by-products ..	146,500	172,400	223,500

Within a few years South America has become one of the greatest beef producing centres of the world, and a mutton and lamb producer of no mean importance. The quality of the latter is not yet comparable with Southdown mutton or Canterbury lamb, but in beef Argentina has no prospective rival capable of producing such good quality at such low prices. No country in the world is so well equipped by nature as Argentina for the production of the type of beef that appeals to the English palate. The alluvial plains of the Argentine on which alfalfa grows so readily, and the equable climate enabling cattle to be finished off any day in the year, combine to give Argentina a flying start over all other countries of origin.

Meat is preserved by other means than refrigeration, and a full account of the products of the meat trade must take account of the cooking and canning of meats and tongues, the manufacture of meat extract, sausage and jelly, the salting of beef and pork, the curing of hams, the drying and salting of tripe and other offals. Pork also is exported in a hard frozen condition.

The by-products of the meat trade are more numerous than is generally recognized. Apart from the inedible fats commonly sold as tallow, a variety of edible beef and mutton fats are produced and used to make margarine, lard substitute for cooking and for industrial purposes. According to their kind, bones are used to manufacture bone articles, or to be converted into glue, and the residue of glue making is used to make animal charcoal for sugar refining, black pigments, poultry foods, manures, or to make potters' china. Hair and bristles, horns and hoofs, ox-galls, dried blood, sausage casings and the various glands are all utilized.



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PERU Compañía de Petróleo Shell del Peru S.A., LIMA

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VENEZUELA Shell Carribean Petroleum Company, CARACAS

PETROLEUM IN LATIN-AMERICA.

It is calculated that the Western hemisphere provides five-sevenths of the world's supply of mineral oil. There are well-recognized geological similarities between the northern and southern American continents, and oil production increases in South America. Latin American production in 1948, in barrels, was :—

Argentina	..	..	..	..	23,225,781
Venezuela	..	..	..	..	490,016,000
Colombia	..	..	..	..	23,801,000
Peru	..	..	..	..	11,362,498
Trinidad	..	..	..	..	20,000,000
Ecuador	..	..	..	..	2,564,000
Mexico (North America)	..	..	..	..	62,000,000
Bolivia	..	..	..	..	12,785
Brazil	..	..	..	..	143,405

It is noteworthy that the principal sources of oil in South America are near the coast, but the most productive Colombian source is 350 miles inland in the Middle Magdalena region. In Venezuela the supplies are obtained in the area around Lake Maracaibo ; in Peru, and in Ecuador from the narrow seaboard, and in Argentina from the coast of Chubut.

The largest recent developments have been in Venezuela, and the fields of the Lake Maracaibo area have reached an output which makes the country second among the producing countries of the world. The Mene Grande field, the first to be developed, is some twelve miles inland from the lake shore. Mr. Campbell Hunter reports the wells to range from 1,000 to 2,700 feet in depth ; the oil is asphaltic, of about .956 specific gravity. The La Rosa field on the east shore of the lake was hardly developed at all before 1922, when a single well gave 1,000,000 barrels in nine days. In the El Mene field, 33 miles inland from the eastern lake shore, oil strata 200 feet thick are found at 800 to 1,200 feet depth. .

In Colombia the output of little more than one million barrels in 1925 advanced to 23.8 millions in 1948 as the result of extensions in drilling along the Magdalena and Carare Rivers and the enlargement of the pipeline which takes the oil to the coast. Providing pipelines hundreds of miles long in a tropical country is itself a task of great magnitude calling for large capital and high engineering skill.

In the northern oil zone of Peru, between Tumbes and Paita, oil is found at four levels known respectively as the Zorritos, Lobitos, Negritos and La Brea horizons, extending to 17,000 feet in depth. The coarse and porous sandstones of these strata are saturated with oil and in general there is no water.



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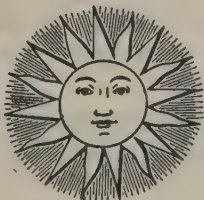
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INSURANCE IN LATIN-AMERICA.

AS LATE as the beginning of the present century, in practically all of the Latin-American countries, foreign insurance companies received substantially the same treatment as did other commercial organizations. Codes of Commerce contained the principal conditions with which they had to comply, generally involving no more than registration and publication of annual balances. In addition, they were subject to ordinary taxes. The concept of the commercial character of insurance companies is still retained generally, as are many formal requirements set forth in the Commercial Codes. At present, however, almost all of the legal systems contain special insurance provisions.

The laws of Chile, Costa Rica, and Uruguay preclude the admission of foreign companies not already licensed to do business. Under certain circumstances, foreign insurance companies can participate through reinsurance, but the bar is absolute as to initial authorization to write direct insurance.

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The Chilean law expressly declares that insurance can be written only by national companies, while permitting the established agencies of foreign underwriters to continue operations. Insurance of every class is declared to be a Government monopoly in Costa Rica, although in respect of some lines the monopoly has not yet been made exclusive. Uruguay likewise prohibits the admission of foreign companies pursuant to a monopolistic policy instituted in 1911.

Brazil, Colombia, the Dominican Republic, Mexico, and Puerto Rico have what may be termed unified insurance codes. Here the principal rules governing the qualification and operation of insurance companies have been consolidated into single texts which, together with their corresponding administrative regulations, furnish an almost complete specification of the requirements with which the foreign insurance company must comply.

In these countries insurance companies are under relatively close governmental supervision and formal, as well as substantive requirements are highly developed. Each law provides for the creation and maintenance of a special insurance department or section.

Federal Decree No. 6,400 of 3rd April, 1944, authorised the *Instituto de Resseguros do Brasil* (Re-insurance Institute) to organise the Brazilian Insurance Exchange, whose chief function is to take measures to retain inside the country the largest possible amount of insurance and re-insurance which cannot be placed with the authorised insurance concerns and with the Re-insurance Institute. From the time that the Exchange started to operate, insurance and re-insurance could only be effected abroad only after having been refused by the Exchange.

Mexico, as late as 1935, enacted a new insurance code, the provisions of which were so drastic that many foreign insurance companies withdrew from that country. The code was considerably modified in 1940. There is an incipient movement in Brazil for legislation which would exclude foreign companies, compelling all companies to nationalize; in addition, a Re-insurance Institute is contemplated modelled somewhat after the laws of Chile.

In 1947, Argentina created the *Instituto Argentino Mixto de Reaseguros*, to regulate insurance in its capacity as adviser to the Government. It has a monopoly of re-insurance. The Law prohibits the insurance abroad of persons, goods or any interest insurable under Argentine jurisdiction, and provides that the following business must be placed exclusively with Argentine companies:— (a) all personal and other risks insured by Federal, Provincial and Municipal authorities; (b) all goods entering the Republic, if the insurance is for account of the importer; (c) all goods leaving the country, if the insurance is for account of the exporter. In the case of imports and exports a sworn declaration is required by the Customs authorities that the risk has been covered, and a signed copy of the policy must be produced.

Foreign companies are penalised by extra taxation on premiums. They are required to cede at least 30 per cent. of all personal and



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general risks contracted in Argentina.

In the remaining countries special insurance regimes have grown up as the exigencies of the times dictated. Under most of them, foreign companies are required to obtain executive authorization as a prerequisite to the establishment of an agency or branch, to appoint and maintain a local representative, to constitute guaranty deposits, to pay special taxes, and in some countries to maintain specified reserves and invest their funds in local securities. Governmental supervision of a special character is found in most.

In Cuba, although the provisions have not been codified, they are especially numerous and comprehensive. Peru regulated her insurance business by Law No. 9796 in 1943, and Venezuela did likewise in 1938-39. A number of countries have been studying various foreign insurance systems for the purpose of drafting an insurance code suited to their particular needs.

With a few exceptions, the laws require foreign insurance companies to obtain executive authorization before commencing business. This means that application must be made to the executive authority, through the proper administrative department or office. Upon favourable action by the latter and the company's compliance with substantive requirements, authorization is issued by publication in the official journal. In countries where the only requirement is inscription in the registry of commerce, articles of incorporation, by-laws, and balance sheets must be recorded.

The requirement of initial deposits is a common one. These vary in amount, depending upon the country and class of insurance. In Brazil, for instance, companies are divided into but two classes, while Argentina has eight branches.

Most of the insurance codes specify requirements as to minimum capital. It is only when the law requires the establishment of a separate capital for local operations that the requirements are likely to prove burdensome to foreign companies.

In a number of countries the law provides that life companies shall maintain "mathematical" or "actuarial" reserves. Some countries treat life insurance in the same manner as fire, marine and casualty companies being required to set aside a specified percentage of premium receipts as reserves.

The matter of investment restrictions is becoming increasingly important to foreign companies. Initial deposits must be either made in cash or invested locally. Insurance codes specify the types of investments permitted. In general, these include bonds of the national debt, provincial and municipal bonds, first mortgage on real estate, real estate up to a certain percentage, loans on policies, and bonds and stocks of commercial and industrial entities.

Foreign insurance companies contemplating operations in Latin-America, no doubt, would be interested in the articles published by the Division of Commercial Laws covering Latin-American insurance laws.—Harry J. Daniels, in "Commerce Reports."

Typical of Latin-American regulation and restriction is Colombian decree No. 1,403, of July 8th, 1940, which requires that capitalization for life assurance companies should be 150,000 pesos. Marine and fire companies must capitalize separately for both risks—that is, 200,000 pesos for fire and 200,000 pesos for marine (transport). Requirements for other branches of insurance are: automobile, air-plane, and third party liability, 100,000 pesos; accident and health, 100,000 pesos; any other line of insurance (fidelity, surety casualty, and workmen's compensation), 50,000 pesos.

The capital, reserves, or funds in general of Insurance companies must be invested in the following manner: —(1) Interest-bearing obligations of the Republic of Colombia or obligations guaranteed on it; (2) Interest-bearing obligations of departments and municipalities of the Republic; (3) Shares or obligations of national industrial companies; (4) Interest-bearing "cedula" issued by mortgage banks of Colombia; and agrarian and industrial bonds issued by the Caja de Credito Agrario, Industrial y Minero, and by the Banco Central Hipotecario; (5) Time deposits in Colombian banks; (6) Interest-bearing obligations of foreign governments. In this class of obligations insurance companies can only invest 15 per cent of their total funds or up to 25 per cent. of their reserves. (7) Income-producing real estate located in Colombia, investments of this type being limited to 30 per cent. of total funds; (8) Loans guaranteed by real-estate mortgages; (9) Loans secured by obligations mentioned in 1-4 and 6; (10) Loans guaranteed by the companies' own life policies issued in Colombia, (11) In cash and in current accounts in local banks.

"Molnar: Anuario de Seguros de America Latina, 1949-1950," a Latin American Insurance Annual published by Molnar, Acheverria 1849, Buenos Aires, Argentina, is now in its second edition. It gives various details about the 551 national insurance companies and 511 branch offices or general agencies of foreign insurance companies working in Latin America. A defect of the book is that it does not give details of the laws and regulations under which foreign or domestic companies work in the various republics.

MARINE INSURANCE. THE "CLUBS."

There are quite a number of risks—in particular, war losses and Shipowners' third party liabilities—which are not included in the ordinary Policies of Marine Insurance. These risks are undertaken by Shipowners' Mutual Assurance Associations, commonly known as "The Clubs."

So far as British ships are concerned, the risk of war, excluded from Marine Policies by the F.C. & S. Clause, is almost entirely covered with the War Risks Clubs, H.M. Government granting a large percentage reinsurance of the Clubs' liability for King's Enemy risks and, in important respects, *e.g.* the fixing of values and premiums, controlling them. The peace-time activities of the War Risks Clubs are naturally on a small scale, but in war-time they become of paramount importance. That part of the risk not reinsured by the Government is retained by the Clubs on a mutual basis, so that calls may be made upon members if original premiums fall short of claims to be met. An agreement for the pooling of premiums and losses is in force between all of the English Clubs, so that British Shipowners as a whole are partners in the scheme.

The third party liabilities are undertaken by the Protecting & Indemnity Clubs. It is a specialised business and there are only fourteen such organisations throughout the world, the majority of them being established in England. Perhaps the principal risk undertaken by the Protecting & Indemnity Clubs is Shipowners'

UNITED KINGDOM MUTUAL STEAM SHIP ASSURANCE ASSOCIATION

Established 1869.

LTD.

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Covering ownership risks, liabilities to third parties, etc.

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For particulars apply to

THOS. R. MILLER & SON, Managers, 24, St. Mary Axe, London, E.C.3

liability for loss of life and personal injury, including claims under the Workmen's Compensation Act, which are handled through the medium of the Shipping Federation. Loss of life and personal injury claims are also met with on a considerable scale abroad and the Clubs have expert correspondents in all of the principal ports to deal with such claims on their behalf. Protecting Clubs also cover their members against liability for medical, hospital and repatriation expenses, damage to piers, jetties and other fixed objects, also the cost of removal of wrecks. In addition they protect their members against the one-fourth liability for damage done to another ship or vessel in collision where the Marine Policies limit this cover to three-fourths of such liability under the usual Running Down Clause. Protecting Clubs also undertake the full liability for damage done to other ships or vessels when there is no collision, e.g. damage by wash or negligent navigation not resulting in contact between the two ships.

The Indemnity sections of the Protecting & Indemnity Associations are concerned chiefly in Shipowners' liability for damage to and loss of cargo, cargo's contribution to General Average not otherwise recoverable, fines for breach of Immigration Regulations, etc. Such liabilities may amount to very imposing sums of money.

The Protecting & Indemnity Clubs were started about 1860. The War Risks Clubs were started shortly before the outbreak of the Great War in 1914.

THE LONDON

Steam-Ship Owners' Mutual Insurance Association, Ltd.

ESTABLISHED 1866.

PROTECTING INDEMNITY

Managers :

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Telegrams : "BILBROUGH, LONDON."

Representatives :

BUENOS AIRES : Edye, Roche & De la Vega.

RIO DE JANEIRO : Houlder Brothers & Co. (Brazil) Ltd.

RAILWAYS OF LATIN-AMERICA

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THE ANTOFAGASTA (CHILI) & BOLIVIA RAILWAY COMPANY, LTD.

Operates more than 1,800 miles of line in NORTHERN CHILI and BOLIVIA. The system links the Chilian ports of ANTOFAGASTA and MEJILLONES, with the Chilian State Railways (thus giving access by rail to VALPARAISO and SANTIAGO); with the ARGENTINE via AUGUSTA VICTORIA and SOCOMPA, and also through BOLIVIA via UYUNI and VILLAZON; and with Peru via VIACHA and LAKE TITICACA. The main line from ANTOFAGASTA to LA PAZ is 729 miles in length, and there are branches to the Bolivian towns of COCHABAMBA and POTOSI. Excellent accommodation is provided by the international trains which are equipped with sleeping and dining cars. An illustrated booklet containing map of the system, can be obtained on application to :—

The General Manager, ANTOFAGASTA, CHILI.

The General Manager, LA PAZ, BOLIVIA.

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BRITISH RAILWAYS

(1) RAILWAYS OF SOUTH AMERICA.

ARGENTINA.

All the British owned railways in Argentina were transferred to the Argentine Government on March 1st, 1948. Reorganisation is now complete.

A. Ferrocarril Nacional General San Martín (ex-Pacific).—This railway works the following : (1) The Transandine Railway previously worked by the F.C.N. Gral. Belgrano (ex-Estado) as well as the junction between this line and the line between San Juan and Mendoza ; (2) The line from P. Vargas to Malargüe and its future extensions to the South ; (3) The lines from Junín to Pergamino and from Rufino to Venado Tuerto (ex-F.C.C.A., now F.C.N. General Mitre).

B. F.C.N. General Bartolomé Mitre (ex-F.C.C.A.).—This railway, in addition to its previous route, works the following : (1) The line of the ex-F.C. Rosario to Puerto Belgrano, from Rosario to Capitán Castro, and (2) the ex-Villa María and Rufino Railway, from Villa María to Carlota.

C. The F.C.N. General Urquiza (ex-Entre Ríos and Argentine North Eastern Railways) works the Eastern State lines.

D. The F.C.N. General Roca (ex-F.C.S.) works : (1) The ex-State Railway lines from Patogones to Nahuel Huapi (with branches) and (2) The southern end of the ex-F.C. Rosario-Puerto Belgrano from Bahía Blanca to Capitán Castro.

E. The F.C.N. Domingo Faustino Sarmiento (ex-F.C.O.) works the following lines : (1) Huinca Renanco to Darragueira with branches of the ex-Bahía Blanca N.W. Railway, including the branches—Tres Lomas-Maza-Ceriales, Salliquelo-Rivera-Doblas, Rivera-Carhué and Darragueira-Remeco with its derivative, Guatraché-Alpachiri ; (2) The line from Merlo to Lobos (Empalme).

F. The isolated lines based on Puerto Madryn, Comodoro Rivadavia and Puerto Deseado are still worked by the State Railways, now **F.C.N. General Belgrano**. It has also taken over the former Midland Railway.

These provisions form a most important step in the rationalisation of the Argentine Railways and there is no doubt that, but for conflicting interests and concessions, many of them would have been accomplished years ago.

The sense of historical values which has inspired this re-naming is responsible for an interesting new departure in the nomenclature of railways which is without precedent in the world. All, or almost all, the other railways in the world, are named—as were the Argentine railways—by the unimaginative application of geographical designations.

BOLIVIA.

Antofagasta (Chili) and Bolivia Railway Company, Ltd. (*See Chile*).

1 Broad Street Place, London, E.C.2.

Owns the main line Antofagasta—Oruro and Viacha—La Paz and operates the branch lines owned by the Bolivia Railway Co. (*See p. 713*)

Bolivia Railway Co.

1 Broad Street Place, London, E.C.2.

Operated by the Antofagasta and Bolivia Railway Co. Mileage : 416.

Branches : Viacha to Oruro ; Oruro to Cochabamba ; Río Mulato to Potosi ; Uyuni to Atocha.

F.C. International Arica-La Paz.

Chilean section : Arica-Charaña (125 miles).

Bolivian section : Charaña-La Paz (151 miles).

Guaqui and La Paz Railway.

Operated and owned by the Peruvian Corporation, connecting La Paz with Lake Titicaca (60 miles).

State Guarantee Lines.

Atocha-Villazon (119 miles) linking Argentine and Bolivian systems. Metre gauge. Rented to South American Mining Co.

Under construction : La Paz-Yungas-El Beni Railway (34 miles open). Potosi-Sucre (34 miles open). Corocoro-Tareja (5 miles).

Private Railways.

Patiño Mines (64 miles), Machacamarcá-Uncía ; Huanchaca Mine (21 miles), Pulacayo-Huanchaca ; Empresa Luz y Fuerza Eléctrica de Cochabamba (49 miles), Cochabamba-Vinto-Arani.

BRAZIL.**Central do Brazil.**

Kilometres 3,360. Gauge, metre and 5 ft. 3 in. Rio de Janeiro to São Paulo and suburban lines ; Rio de Janeiro to Independência ; and other branches. Now being electrified. (Federal)

Madeira-Mamoré Railway Company.

Kilometres : 366. Gauge, metre.

From Porto Velho (Madeira River) to Guajará-Mirim.

Reported handed over to Federal Government and now run on reduced schedules.

Mogyana Railways Company.

(Companhia Mogyana de Estradas de Ferro.)

Km. : 1,958. Gauge, metre.

Area : Districts of Campinas, Ribeirão Preto, Franca, Uberaba, Catalão, Gaurupé and southern parts of Minas Geraes.

Great Western of Brazil Railway Company, Ltd.

River Plate House, 12/13 South Place, London, E.C.2.

Mileage : 1,030. Gauge, metre.

Area : States of Pernambuco, Paraíba, Alagoas and Rio Grande do Norte.

(British)

Leopoldina Railway Company, Ltd.

3 Lombard Street, London, E.C.3.

Kilometres : 3,082. Gauge, metre.

Area : States of Rio de Janeiro, Minas Geraes, and Espírito Santo, including ports of Rio, São João de Barra, and Victoria.

(British)

State of Bahia South Western Railway Company, Ltd.

8 Arthur Street, King William Street, London, E.C.4.

Mileage : 129 kilometres in traffic. Gauge, metre.

Area : The cocoa-producing area between the port of Ilheus and Itabuna and the Almada and Mucambo valleys, and the cocoa-producing area in the valley of the Rio de Contas.

(British)

Companhia Paulista de Estradas de Ferro.

Rua Libero Badaro 39, São Paulo.

Kms.: 1511. Gauges, 1.60; 1; 0.60 metres. Partly electrified.

Point of departure, Jundiahy, serving the Central and North-West of the State of São Paulo, and linking the most prosperous agricultural and livestock zones of the State.

Estrada de Ferro Santos a Jundiá.

Mileage: Main Line, 86½; gauge, 5 ft. 3 in.

Area: Santos, via São Paulo, to Jundiá and the towns of Bragança, Atibaia and Piracaja, including the most important coffee-producing districts.

*(Federal)***Brigantina Railway.**

111 Gresham House, Old Broad Street, London, E.C.2.

Mileage: 67. Gauge, 3 ft. 3 ins.

*(British)***Rêde Southern San Paulo Railway.**

Km.: 161. Gauge, metre.

Area: Santos and the coastal area to Juquiá, connecting at that point with river steamers to Xiririca Iguapé and Cananea.

*(British)***Viação do Rio Grande do Sul.**

Km.: 3,580. Serves Rio Grande do Sul, Porto Alegre to Itarare for São Paulo and Rio de Janeiro. Has taken over Brazil Great Southern. Quarahim (connecting with the North Western of Uruguay Railway) to Itaiqui, with extension to São Borja through the western districts of Rio Grande do Sul; a connection at Uruguayana with the State Railway of Rio Grande do Sul.

*(State Governed—Not Federal)***Rêde Sul-Mineira.**Km.: 1,324. Area: Southern Minas Geraes. *(State Governed—Not Federal)***E.F. São Paulo and Rio Grande.**

Km.: 2,017. Gauge, metre. Itarare to border R. G. do Sul.

*(State Governed—Not Federal)***E.F. Noroeste do Brasil.**

Km.: 1,461. Baurú (Sorocabana Railway) to Porto Esperança (Paraguay River), and by bridge over the river to Corumbá. 790 miles. Metre-Gauge. Reported leased to the Sorocabana and Paulista Railways jointly.

*(Federal)***E.F. Oeste de Minas.**

Km.: 2,245. Serves the Western part of Minas Geraes; Sitio to Paraopeba (connects with Central of Brazil).

*(State Governed—Not Federal)***E.F. Sorocabana.**

Km.: 2,141. Owned by State of San Paulo. Gauge, metre. Main line: San Paulo-Baurú (439 kilos) with six branches. Supplementary trucking service between São Paulo and Sorocabana. Mayrink to Santos, 135 km.

*(State Governed—Not Federal)***Viação Cearense.**

Sobral Railway: Camocim-Poty Ibiapaba, 373 kilos.

Baturité Railway: Ceará (or Fortaleza)—Cedro-Ingazeiras, 538 kilos.

*(Ceará State Governed—Not Federal)***E.F. Victoria—Minas.**

Km.: 546. From Victoria (Espírito Santo) to Itabira.

*(Leased by Federal Government)***Rêde Este Brasileiro.**

Km. 2,316. Central Bahia from São Felix.

(Federal)

Minor Railways.

- E.F. BRAGANCA. Km. : 291. Para (Belem) to Braganca.
(*State and Federal Government*).
E.F. SÃO LUIZ-THEREZINA. Km. : 450. Maranhão to Therezina.
E.F. PETROLINA-THEREZINA. Km. : 164.
E.F. CENTRAL DO PIAUHY. Km. : 152. (*State Government—Not Federal*)
E.F. CENTRAL DO RIO GRANDE DO NORTE. Km. : 191. Natal to Lages.
E.F. NAZARÉ E RAMAL DE AMARGOSA. Km. : 286. Eastern Bahia.
E.F. MARIÇÁ. Km. : 130. Rio de Janeiro State. Neves to Iguabá Grande.
E.F. RIO D'OURO. Km. : 127. Rio de Janeiro to São Pedro. (*Federal*)
E.F. PARACATÚ. Km. : 209. Minas Geraes State.
E.F. GOYAZ. Km. : 384. Araguay (Magyana Ry.) to Tavares. (*British*)
E.F. DOURADO. Km. : 273. S. Paulo State, Ribeirão Bonito to Bariry.
E.F. SÃO PAULO-GOYAZ. Km. : 147. Western S. Paulo State. Beebdouro to Olímpia.
E.F. SÃO PAULO-MINAS. Km. : 180. Bento Quirino to S. Sebastiao do Paraíso.
E.F. NORTE DO SÃO PAULO (ARARAQUARA). Km. : 280. Araraquara to Ribeirão Prato.
E.F.D. THEREZA CHRISTINA. Km. : 243. Western Matto Grosso State.
E.F. SANTA CATHARINA. Km. : 89. Blumenau to Hansa.

BRITISH GUIANA.**Government Railways.**

- (Operated by the Colonial Transport Department.)
East Coast Line : Georgetown to Rosignol (Berbice River), 60 miles : 4 ft. 8½ in. gauge.
West Coast Line : Vreed-en-Hoop (Demerara River) to Parika (Essequibo River), 18½ miles ; 3 ft. 6 in. gauge.

Plantation Railways.

Short lines on Blairmont and Port Mourant Estates.

CHILE.**Antofagasta (Chili) and Bolivia Railway Company, Ltd.**

1 Broad Street Place, London, E.C.2.

Mileage (own and leased lines), 1,845. Metre gauge.

Connects the two ports of Antofagasta and Mejillones with the principal towns of Bolivia. The Company operates under leases the lines of the Bolivia Railway Co., and Aguas Blancas Railway Co., the latter being of 2 ft. 6 in. gauge. It also works the Chilean Northern Longitudinal Railway and the Chilean fiscal section of the Antofagasta—Salta Railway, from Augusta Victoria to the Argentine frontier at Socompa. (*See p. 713*).

Chilean State Railways.

- Santiago. Mileage, 3,100. Gauges, metre and 1.676 metre.
1. The Longitudinal line extending north to Iquique, south to Calera ; and branches.
2. Central Section : Valparaíso, Santiago and branch lines. Electric Traction.
3. Southern Section : Santiago to Puerto Montt and branch lines. (*See p. 430*).

F.C. Internacional (Arica-La Paz).

Chilian Section : Arica—Jeneral Lagos, 184 kllms.

Bolivian Section : Charaña—La Paz, 250 kllms.

Jeneral Lagos—Charaña, 24 kllms.

Chilean Transandine Railway Company, Ltd.

145 Dashwood House, Old Broad Street, London, E.C.2.

Mileage : 44. Gauge, metre.

From Los Andes (Chile) to the Argentine frontier, connecting with the Argentine Transandine (metre gauge) Railway. Portions of the track are on the "rack" system.

Nitrate Railways Company, Ltd.

110 Cannon Street, London, E.C.4.

Mileage : 411. Gauge, 4 ft. 8½ in.

Area : Tarapacá and the ports of Iquique and Pisagua.

Taltal Railway Company, Ltd.

River Plate House, 12 and 13, South Place, E.C.2.

Mileage : 156. Gauge, 3 ft. 6 in.

From the port of Taltal to Aguada de Cachinal and Cachinal de la Sierra.

COLOMBIA.**Antioquia Railway**

Medellin.

From Puerto Berrio to Medellin, 193 kilometres ; Medellin to Rio Cauca, 144 kilometres ; Concordia to Anzá, 32 km. ; Caceres towards Puerto Valdivia, 14 km. Gauge, 3 ft.

The Barranquilla Railway and Pier.

Mileage : 18½. Gauge, 3 ft. 6 in.

Pier at Puerto Colombia, 4,600 ft.

Area : From Puerto Colombia Pier (Savanilla Bay) to Barranquilla.

The Colombia Railways and Navigation Co., Ltd.

15 Broadlands Road, N.6.

Mileage : 65. Gauge, 3 ft.

Cartagena to Calamar on the River Magdalena. The Company owns a fleet of steamers on the River Magdalena.

Caldas Railway.

Gauge : 3 ft. Puerto Caldas—Cartágo—Manizales (117 kiloms.).

Cauca Railway.

Under construction from terminus Amaga Railway to Cauca River.

Central Bolívar Railway.

Under construction on Government account from Cartagena across the Department of Bolívar to the border of Antioquia ; intended to form a section of a western Colombia trunk line Buenaventura—Cartagena. Open, Cartagena to Gambotá, 44 km.

Cúcuta Railway Company.

Mileage : 76. Metre gauge.

Area : From Cúcuta to Puerto Villamizar, 55 km. ; Cúcuta to La Grita, 60 km. ; Cúcuta to La Frontera, 16 km. ; Cúcuta to Esmeralda, 21 km. Tramway service to Cúcuta town.

Cundinamarca (Sabaña) Railway.

Mileage : 144. Gauge, 3 ft.

Area : From Bogotá to Facatativá and Puerto Salgar (180 km.), with a branch line to El Dintel (15 km.). Connects with the Girardot Railway.

The Dorada Railway Co., Ltd.

Dashwood House, Old Broad Street, London, E.C.2.

Mileage : 70. Gauge, 3 ft.

Area : Connects Ambalema with La Dorada.

A ropeway owned by an associated company crosses the Andes from Mariquita (Dorada Railway) via Cajones and Esperanza stations to Manizales and extends about 44½ miles.

Girardot Railway.

London Agent : Colombian Consul-General. Government owned.

Mileage : 82. Gauge, 3 ft.

Area : Department of Cundinamarca, from Girardot to Facatativá

Ibagué—Ambalema Railway.

Gauge : 3 ft. Ambalema to Ibagué. 65 km.

Nacederos-Armenia Railway.

Nacederos to Armenia, 56 km. National.

Narino Railway.

Under construction from Tumaco heading towards Pasto. Open from Aguacalara to El Diviso, 92 km. National.

North Central Railway.

Section 1: Puerto Wilches to Bucaramanga (68 miles open).

Section 2: Bogotá to Chuquiquira and Bucaramanga (130 miles open).

Metre gauge. Government owned.

North-Eastern Railway.

Metre gauge. Under construction Bogotá-Bucaramanga via Tunja (150 kilos).

Pacific Railway (F. C. del Pacifico.)

Government owned, and intended, eventually, to give through connections. Buenaventura-Bogotá (480 miles), and with the Antioquian system to form a trunk line from the Atlantic to the Pacific. Gauge, 3 ft.

Line open from Buenaventura to Cali and Cartago, 398 km.; Cali to Popayán, 159 km.; Zarzal to Armenia, 58 km.; Armenia to Pereira, 56 km.; Palmero to Pradera, 20 km.

Ferrocarril Nacional del Magdalena.

(Formerly The Santa Marta Railway Company, Ltd.)

Mileage worked: 130. Gauge, 3 ft. Leased to United Fruit Coy.

Serves the banana-growing districts between Santa Marta and Fundación.

Southern Railway.

From Bogotá heading towards Fusagasugá. Open, Bogotá to San Miguel, 40 km., Tequendama branch, 10 km. Metre gauge. National.

Ferrocarril del Tolima.

Girardot to Ibagué, 76 km. Government owned.

Tolima and Huila Caqueta Railway.

From Espinal towards Florencia, open to Baraya, 121 km. Gauge, 3 ft.

ECUADOR.**Bahia-Quito Railway.**

Gauge, 0.75 metre. Open mileage, 32. Bahía-Calce.

Central Railway of Ecuador, Ltd.

Mileage: 60 kilometres.

Area: A narrow-gauge line from the port of Manta to Santa Ana.

El Oro Railway.

Mileage: 50. Gauge, 3 ft. 6 in. Puerto Bolívar to Machala, Pasaje, Guabo.

Guayaquil and Quito Railway Company.

40 Rector Street, New York.

Mileage: 297. Gauge, 3 ft. 6 in.

Area: The towns of Durán, Bucay, Guamote, Luisa, Riobamba, Ambato, and Quito.

Quito-Esmeraldas Railway.

Under construction, 173 kilometres completed.

Salinas Railway.

To connect Guayaquil with Salinas. Total length 174 kilom. Constructed 150 kilom.

Sibambe-Cuenca Railway.

Under construction from Sibambe Junction (G. & Q. Railway) to Cuenca; open for traffic to Tipacocha, 70 km.

Transamazonic Railway.

Under construction by the Government from Puerto Bolívar through Cuenca and Loja, to Zamora in the Oriental Region, 300 kilom. ; 75 kilom. constructed.
• Work is suspended.

PARAGUAY.

The Paraguay Central Railway Company, Ltd.

River Plate House, 12-13 South Place, London, E.C.2.

Mileage : 274. Gauge, 4 ft. 8½ in.

Area : From Asunción, via Paraguari, Villa Rica, and Pirapó, to Encarnación, where there is a train ferry across the Rio Paraná to Posadas (Argentina), whence there is a direct communication with Buenos Aires (966 miles) via the Paraná ferry at Zárate.

PERU.

Peruvian Corporation, Ltd.

144, Leadenhall Street, London, E.C.3.

Operating the Central Railway of Peru (including Morococha Branch and Oroya-Huancayo Extension) ; Guaqui-La Paz Railway ; Pacasmayo and Guadalupe Railway (with Chilate Extension) ; Paita-Piura Railway ; Pisco-Ica Railway ; Southern Railway of Peru (with Cuzco Extension) ; and Trujillo Railway.

Arica and Tacna Railway Company.

(Peruvian.)

Mileage : 40. Gauge, 4 ft. 8½ in.

From the port of Arica to Tacna.

Also see Peruvian rail routes.

State Railways.

(See text.)

URUGUAY.

STATE RAILWAYS (Central Station - Montevideo)

Ferrocarril Central del Uruguay.

Formerly the British owned Central Uruguay Railway Company of Montevideo Ltd., and its associate Companies the Midland Uruguay Railway, the North-western Uruguay Railway and Uruguay Northern Railway)

Operates services between Montevideo and all the principal towns of the Republic
Total : 2384 kilometres. Gauge : 4 ft. 8½ inches.

Ferrocarriles y Tranvías del Estado.

Gauge : 4 ft. 8½ inches.

Empalme Sudriers to Punta del Este (121 kilometres) ; Trinidad to Durazno (47 kilometres) ; Km 144 to La Paloma (122 kilometres) ; Montevideo to Santiago Vázquez (19 kilometres) ; Florida to Blanquillo (169 kilometres) ; Treinta y Tres to Rio Branco (123 kilometres.)

Since 31st. January. 1949. all the railways in Uruguay are State owned but are still under two separate managements as shown above.

State Railways.

Gauge, 4 ft. 8½ in. Montevideo to Maldonado (114 kilos) ; Trinidad to Durazno (47 kilos) ; Rocha to Paloma (30 kilos) ; San Carlos Rocha (75 kilos) ; Montevideo to Santiago Vazquez (19 kilos) ; Florida to Sarandi del Yi, in construction, 89 km. completed.

VENEZUELA.

Bolívar Railway Company, Ltd.

Dashwood House, 69 Old Broad Street, London, E.C.2.

Mileage : 136. Gauge, 2 ft. and 38 miles of 3 ft. 6 inch gauge.

Area : Tucacas, on the coast, to Barquisimeto, with branches to Aroa, San Felipe and from Puerto Cabello to Valencia.

Gran F. C. de Venezuela.

Mileage : 114. Caracas-Valencia ; and short branch to Güitge.

Puerto Cabello and Valencia Railway Company, Ltd.

Moorgate Hall, London, E.C.2.

Mileage : 34. Gauge, 3 ft. 6 in. Operated by the Bolívar Railway Co. Branch line (33½ miles) being built between El Palito and Palma Sola, on the Bolívar Railway.

La Guaira and Caracas Railway Company, Ltd.

Dashwood House, Old Broad Street, London, E.C.2.

Mileage : 23. Gauge, 3 ft. Electrified traction.

Venezuela Central Railway.

(Government).

Mileage, 47. Gauge, 3 ft. 6 in.

Area : The Caracas and Tuy River valleys.

Passenger traffic reported suspended.

Other Railways include:—	Line.	Gauge Ft. in.	Length. (Kilometres)
Encontrados to Táchira (Gran Ferrocarril del Táchira)	..	3 6	131.00
La Ceiba to Motatán (Ferrocarril de la Ceiba)	..	3 0	85.03
Carenero to La Española del Guapo (Venezuela)	..	3 0	54.10
Guanta to Barcelona and the Naricual coal mines	..	3 6	36.41
Santa Bárbara to El Vigía	1 metre	60.00
La Vela to Coro	3 ft.	13.37

Various private lines are worked by oil and sugar companies.

(2) MEXICAN RAILWAYS.**National Railways of Mexico.**

(Ferrocarriles Nacionales de Mexico, Administracion Obreras.)

Mexico City : 2A Calle de Bolivar 19. New York : 25 Broad Street.

General European Agents : E. H. Mundy & Co., Ltd., Walsingham House, Seething Lane, London, E.C.3.

Operates 8,383 miles of rail : embracing the National Railroad, Central Railway, International Railroad, Interoceanic Railway, Hidalgo Railroad, Mexican Southern Railway, Vera Cruz and Isthmus Railway, Tehuantepec National Railway, Pan-American Railroad, Mexican Union Railway, Mexican Eastern Railway, Calaverita Railway, Oaxaca Urban Tramways, Mexican National Construction Co., Cienaga de los Caballos Railway, Alvarado Railway, Coahuila Coal Railway, Oaxaca to Ejutla Railway, Michoacan and Pacific Railway, Saltillo and Orient Railway, and Ixcaquixtla to Petalcingo Railway. All the important cities are connected by these railways, which serve over 75 per cent. of the Republic.

Standard Pullman services are maintained upon the principal lines. Through Pullman cars are operated between Mexico City and St. Louis, and also between Mexico City and Los Angeles. Through tickets are issued from all points in the United States and Canada.

El Oro Mining and Railway Company, Ltd.

Mileage : 48. Gauge, 3 ft.

Tultenango-El Oro-Salitre, connecting with National Railways.

Kansas City, Mexico and Orient Railway Company.

Mileage : 305.

Area : Rio Grande River to Chihuahua ; Minaca to Sanchez ; El Fuerte to Topolobampo ; Mochis to Mochis Junction.

Mexican Northern Railway Company.

82 Beaver Street, New York.

Mileage : 89. Gauge, 4 ft. 8½ in.

Area : Escalon to Carrillo and Sierra Mojada.

Mexico North-Western Railway Company.

(Inc. 1909 under the Laws of Canada.)

Head Office : Toronto.

Mileage : 495. Gauge, 4 ft. 8½ in.

Area : Ciudad Juárez to La Junta, thence to Chihuahua, from where a branch runs to Santa Eulalia, the largest silver-lead mines in Mexico.

Mexican Railway (Ferrocarril Mexicano).

Buena Vista Station, Mexico City.

Mileage : 601 kilometres. Standard gauge, 4 ft. 8½ in. 176 kilometres, narrow gauge.

Area : Mexico City to Vera Cruz, through the provinces of Vera Cruz, Puebla Tlaxcala and Mexico. Branches to Huatusco, Puebla, Pachuca, Zacatlan Huajuapam and Ixmiquilpan.

Southern Pacific Railroad Company of Mexico.

New York : 165, Broadway.

Controls 1,348 miles of track. Runs from Nogales via Hermosillo, Guaymas, Navajoa, Mazatlan and Tepic to Guadalajara. Connects at Guadalajara with the National Railways to Mexico City. Gives through rail communication from California to La Union (El Salvador). Through sleeping cars between Los Angeles and Guadalajara.

The company leased the Sanora Railway in 1898. Control of the Nacozari Railroad (75 miles Agua Prieta to Nacozari) was acquired in 1924.

Connection is made via Nogales and Tucson with the Southern Pacific Lines "Sunset Route" between New York and California via New Orleans, El Paso and Los Angeles, and with the "Golden State Route" via Chicago, El Paso and Los Angeles.

Mileage (Nogales to Guadalajara) : 1,095. Gauge, 4 ft. 8½ in.

At Benjamin Hill (Sonora), connection is made with the Sonora-Baja California Railway, which runs to Mexicali (523 kiloms.).

United Railways of Yucatan.

Merida, Yucatan.

Total mileage : 532. Northern division : Merida to Progreso and Izamal ; Southern division : Merida to Peto, Acanceh to Sotuta ; Eastern division : Merida to Valladolid, Conkal to Progreso, Dizitas to Tizimin ; Western division : Merida to Campeche and Ticul, Uman to Hunucma.

Vera Cruz Terminal Company, Ltd.

1 Broad Street Place, London, E.C.2.

Handles import and export traffic of the port of Vera Cruz and also that of the Mexican Railway Co., Ltd., the Inter-oceanic Railway of Mexico (Acapulco to Vera Cruz), Ltd., the Vera Cruz (Mexico) Railways, Ltd., and the Vera Cruz and Isthmus Railway.

Area : The port of Vera Cruz.

Mileage : 10. Gauge, 4 ft. 8½ in. and 3 ft.

(3) RAILWAYS OF CENTRAL AMERICA.

For reasons of space the "Railways of Central America" are held over this year. Please see earlier issues of the Handbook.



WHEREVER YOU WANT TO FLY...

Choose the Bandeirante airway, the South American airline that operates Constellations on its lines.

The Panair lines radiate from Rio de Janeiro, to serve all the 20 Brazilian States, and even beyond, to Buenos Aires, Montevideo, Pebas, Iquitos and Asunción in South America; to Dakar in Africa; and to Lisbon, Paris, Madrid, Stuttgart, Zurich, London, Rome and Istanbul, in Europe. In the very near future, Panair will extend its lines to Santiago and Lima.



PANAIR DO BRASIL

AIR SERVICES.

EXTERNAL

British Overseas Airways Corporation. Head Office: Airways Terminal, Buckingham Palace Road, London, S.W.1. Telephone: Victoria 2323.

British West Indian Airways, Ltd. (B.O.A.C. Subsidiary).

Air France, 2 Rue Marbeuf, Paris.

Services: Mail, freight and passengers.

Route: Paris, Rio de Janeiro, Buenos Aires, Montevideo, Santiago. Weekly. Rome, Tunis, Oran, Rabat, Casablanca, Dakar, Recife, Rio de Janeiro, Montevideo. Weekly.

Spanish Iberia Airways Company.

A passenger service. *Route:* Madrid, Villa Cisneros, Natal, Montevideo, Buenos Aires.

Weekly passenger service between Madrid and Caracas (Venezuela).

Note: Two United States non-scheduled carriers, Trans-Caribbean Airways, Inc., and Trans-ocean Air Lines, also offer once-weekly service between Caracas and Madrid *via* Rome.

Linee Aeree Transcontinentali Italiane (LATI).

Passenger service between Maiquetia (Venezuela) and Rome, *via* Seville.

Aerlinee Italiane Internazionali (ALITALIA).

Routes: Rome, Buenos Aires *via* Dakar and Brazil.

Rome, Caracas.

Pan-American Airways, Inc. and Associated Lines, 135 East Forty-second Street, New York 17.

The Services of Pan-American Airways are now too complicated for summary.

The excellent time-tables, issued quarterly, should be consulted.

From Miami services radiate out to Cuba and the West Indian Islands; to Mexico; to the Central American Republics and the Canal Zone.

From the Canal Zone there is a service through Colombia and Ecuador to Arequipa, Peru. From Arequipa there is a choice of two routes to Buenos Aires. One is the coastal route to Santiago and then eastwards to Buenos Aires. The other—the diagonal route—goes *via* La Paz, Salta, Tucuman, and Cordoba, to Buenos Aires. A branch runs from Lima (Peru) to Rio de Janeiro through Bolivia.

The east-coast route from Miami to Buenos Aires runs through Cuba and Port of Spain (Trinidad), to the Guianas and to Belem (Brazil), where there is a choice of routes to Rio de Janeiro: the coastal route *via* Natal, or the "cut-off" *via* Barreiras. At Rio de Janeiro the route bifurcates again. One service runs *via* Sao Paulo to Asunción, and on to Buenos Aires. The other goes *via* Sao Paulo and Porto Alegre to Montevideo and Buenos Aires.

A branch line runs up the Amazon Valley from Belem to Manaus.

Several American air companies have been given permission by the Civil Aeronautics Board to operate in South America.

Scandinavian Airlines System (SAS).

London Office: 185, Regent Street, W.1.

Routes flown: Stockholm, Copenhagen, Frankfurt, Zurich (or Geneva), Lisbon, Dakar, Recife, Rio de Janeiro, Montevideo, and Buenos Aires. Passengers from London connect at Frankfurt, Zurich or Geneva.

K.L.M. Royal Dutch Airlines, London Office: 202/204, Sloane Street, S.W.1.
West Indies Section: Head Office: Bitterstraat 1-2, Willemstad, Curacao, N.W.1.

Braniff International Airways.

Lima Headquarters: Nicolas de Pierola (Colmena Derecha) 305.

Services: Passenger, mail, and freight.

Northbound flights 3 times a week to Guayaquil, Balboa—Panama City, Havana, and through the Houston Gateway to the U.S.A.

Lima to La Paz, non-stop, twice weekly.

Lima to Rio de Janeiro, with connecting flights to Sao Paulo; to Africa *via* Europe.

CABLE FACILITIES.

There are adequate cable facilities which link South America with the rest of the world.

The direct cables between South America and the United Kingdom are operated on the East Coast by the Western Telegraph Company, Ltd., and on the West Coast by the West Coast of America Telegraph Company, Ltd. Both these Companies are associated with Cable & Wireless, Ltd., the only All-British route which brings South America into direct contact with all parts of the world. The speed and accuracy achieved by this great British enterprise in the transmission and delivery of telegrams has been attained by the use of the most modern apparatus and up-to-date methods of working throughout the whole of its world-wide system. Travellers wishing to avail themselves of the All-British route should mark their telegrams with the free routing indication "*Via Imperial.*"

Information and assistance in connection with the despatch of overseas telegrams can be obtained from any of the Companies' Offices. The addresses of these offices may be found in this book under each town where cable facilities are available.

The Transradio Chilena transmits telegrams to all parts of the world and to ships at sea from Chile.

All America Cables and Radio Inc. and its affiliates maintain fast and accurate telegraphic communication between Latin America and the rest of the world. The Company has its own offices in all the principal cities of Central and South America and the West Indies and, with The Commercial Cable Company and Mackay Radio Telegraph Company, forms part of the American Cable and Radio System.

In Latin America messages should be routed "*via All America*"; and in the United Kingdom "*via Commercial.*"

The various classes of messages and the rates charged are the same as by other routes, and all information can be obtained upon enquiry at the various offices of the All America Cables and Radio Inc., or at any of the offices of The Commercial Cable Company in the United Kingdom.

BANKING

Note : The Banking Section has, this year, been reduced to details of those banks who are advertisers.

Bank of London & South America Limited.

Founded 1862.

Authorized Capital	.. .. .	£4,500,000
Subscribed Capital	.. .. .	£4,040,000
Paid-up Capital	.. .. .	£4,040,000
Reserve	.. .. .	£2,000,000

Head Office : 6, 7, and 8 Tokenhouse Yard, London, E.C.2.

The Bank, which is associated with Lloyds Bank Limited, has Branches throughout South and Central America, Portugal and Spain. There are also Branches in Paris, Bradford and Manchester, an Agency in New York and correspondents throughout the world. Branches are located at :—

ARGENTINA

Buenos Aires : Central Office at 399 Calle Bartolomé Mitre and nine City branches at :—

Almagro.
Avenida Callao.
Avenida Nueve de Julio.
Avenida Santa Fe.
Barracas.
Boca.
Calle Lavalle.
La Paternal.
Once.

BRAZIL.

Rio de Janeiro.
Bahia.
Belem.
Belo Horizonte.
Curitiba.
Fortaleza.
Maceio.
Manaus.
Pelotas.
Porto Alegre.
Recife.
Santos.
Sao Paulo.
Vitoria.

CHILE.

Santiago.
Concepcion
Punta Arenas.
Valparaiso

COLOMBIA.

Bogota.
Barranquilla.
Cali.
Medellin.

ECUADOR.

Guayaquil.

GUATEMALA.

Guatemala City.

NICARAGUA.

Managua.

PARAGUAY.

Asuncion.

PERU.

Lima.

EL SALVADOR.

San Salvador.

URUGUAY.

Montevideo
(Central Office)
Aguada
sub-office in Montevideo
Mercedes } (Agencies in
Paysandu } the Interior)
Salto

VENEZUELA

Caracas

PORTUGAL.

Lisbon
Oporto.

SPAIN.

Madrid.
Barcelona.
Seville.
Valencia.

Other Branches in Argentina :—

Avellaneda.
Azul.
Bahia Blanca.
Comodoro Rivadavia.
Concordia.
Cordoba.
Mar del Plata.
Mendoza.
Rio Gallegos.
Rosario.
Santa Fe.
Trelew.
Tucuman.

BRADFORD BRANCH	.. .. .	19, Sunbridge Road
MANCHESTER BRANCH	.. .. .	36, Charlotte Street
PARIS BRANCH	.. .. .	9, Rue du Helder
NEW YORK AGENCY	.. .. .	34, Wall Street

(See page ii)

Banco Lowndes.

Capital and Reserves Cr\$25,571,973.70
Head Office : Edificio Lowndes, Av. Presidente Vargas 290, Rio de Janeiro.
(See page 205)

Banco Português Do Brasil, S.A.

Founded in
Rio de Janeiro



in 1918

CAPITAL Cr\$50.000.000,00

FULLY PAID IN

RESERVES—Cr\$37.239.157,50

All classes of Banking business

Board of Directors :

Ernest G. Fontes, Chairman

Antonio Leite Garcia	Director
Raymundo O. de Castro Maya	"
Evaristo M. de Novais	"
T. Marcondes Ferreira	"
Alberto de Faria Filho	Director-Manager
Ruy Lowndes	"
Ernesto da Cruz Soares	"

Head Office—

Rua da Candelaria, 24, Rio de Janeiro

Agência do Castelo—

Av. Graça Aranha, 206-B, Rio de Janeiro

Branches—

Rua 15 de Novembro, 194, São Paulo. Rua 15 de
Novembro, 122, Santos.

Correspondents—

Midland Bank, London. National Provincial Bank Ltd.,
London. Manufacturers Trust Co., New York. The
Chase National Bank, New York. Chemical Bank and
Trust Co., New York.

Banco Boavista.

Founded 1924.

Capital paid up

Cr\$40,000,000.00

Reserves and undivided profits

Cr\$47,260,000.00

Head Office: Avenida Presidente Vargas, 240, Rio de Janeiro.

London Correspondents: Midland Bank Limited, Overseas Branch, N.M. Rothschild & Sons.

Correspondents in U.S.A.: Chemical Bank & Trust Co. New York. Bank of the Manhattan Company, New York. The First National Bank of Chicago, Chicago.

The Chase National Bank of the City of New York.

Established 1877.

Capital

\$111,000,000

Surplus and undivided profits (31/12/48)

\$216,763,580

Head Office: Pine Street Corner of Nassau, New York, N.Y., U.S.A.

Overseas Branches: Three in London, one each in Frankfurt/Main, Heidelberg, Stuttgart, Havana, San Juan, Panamá, Colon, Cristóbal, Balboa, Tokyo, Osaka. Offices of Representatives: Mexico, D.F., Buenos Aires, Rome, Cairo, Bombay. THE CHASE BANK (affiliate): Paris, Shanghai, Hong Kong.

(See page 474)

The Royal Bank of Canada.

Established 1869.

Capital paid up

\$35,000,000

Reserves and undivided profits

\$47,860,313

Head Office: Montreal. 668 Branches in Canada.

London: 6 Lothbury, E.C.2, and Cockspur Street, S.W.1.

Paris: 3 Rue Scribe. U.S.A.: New York.

Argentina: Buenos Aires. Brazil: Pernambuco, Rio de Janeiro, Santos, São Paulo. British Guiana: Georgetown, New Amsterdam. British Honduras: Belize. Colombia: Barranquilla, Bogota, Cartagena, Medellín. Peru: Lima. Uruguay: Montevideo. Venezuela: Caracas, Ciudad Bolívar, Maracaibo.

Cuba: Puerto Rico, Dominican Republic: Haiti: 26 branches.

British West Indies: 12 branches.

(See page liv.)

Banco Portugues do Brasil, S.A.

Established 1918.

Capital

Cr\$50,000,000.00

Reserve

Cr\$44,870,760.80

Head Office: Rio de Janeiro. Branches: São Paulo and Santos.

London Agents: Midland Bank Ltd.

(See page 728)

Banco de Crédito Real de Minas Gerais, S.A.

Established 1889.

Capital

Cr\$70,000,000

Reserve Fund

Cr\$81,000,000

Head Office: Juiz de Fora, Minas Gerais.

London Agents: J. Henry Schroeder & Co.,

(See pages 240-241)

Banco Brasileiro Para a América do Sul, S.A.

Capital

Cr\$40,000,000.00

Reserve

Cr\$16,000,000.00

Head Office: Rua 15 de Novembro 213, São Paulo.

Branches in the Interior of the State of São Paulo: Araraquara, Barretos, Baurú, Bernardino de Campos, Birigui, Botucatu, Catanduva, Jaú, Lençóis-Paulista, Lins, Londrina, Marília, Martinópolis, Ourinhos, Presidente Prudente, 306/318 Regente Feijó, São José do Rio Preto, Ribeirão Preto, São Manoel, Santos. (See page 342)

THE BERWIND-WHITE COAL MINING CO.

COLLIERY PROPRIETORS AND SUPPLIERS
TO THE DOMESTIC AND EXPORT MARKETS
OF

Berwind's Eureka

Berwind's Standard New River and

Berwind's Standard Pocahontas

SMOKELESS STEAM COALS

ALSO

Berwind's Standard Elkhorn

ALSO

High Volatile Coals for Gas and Steam Purposes

OFFICES:

NEW YORK : 4
No. 1 Broadway.

PHILADELPHIA : 2
Pennsylvania Building.

SHIPPING WHARVES:

NEW YORK. PHILADELPHIA. BALTIMORE
NEWPORT NEWS and NORFOLK.

Cable Address—BERWIND—NEW YORK.

STEAMSHIP SERVICES

BRITISH.

The Bank Line Limited.

Baltic Exchange Buildings, 21 Bury Street, London, E.C.3.

Services : Chittagong and Calcutta to Montevideo, Buenos Aires, Rosario, Bahia Blanca, Santos (calling at Rio de Janeiro when required). Chittagong, Calcutta, Rangoon and Singapore to West Coast of South American ports, calling at Colombo and Cochín when opportunity offers. Australia to Chile and Peru.

Agents : Chadwick Weir & Co. (Argentina) Ltd., 25 de Mayo, 516 Buenos Aires, Montevideo, and Rosario ; E. Johnston & Co., Ltd., Avenida Rio Branco, 39-13° Rio de Janeiro ; E. Johnston & Co., Ltd., Caixa Postal, 78 Santos. Kenrick & Cia., Ltda, Casilla 495, Valparaiso. (See p. 106)

Blue Star Line.

Head Office : 40 St. Mary Axe, London, E.C.2.

Passenger and Cargo Services : London to Brazil and River Plate.

Booker Line.

Head Office : Booker Bros., McConnell & Co., Ltd., 77 The Albany, Liverpool. Sailings from Liverpool to British Guiana, direct, monthly.

The Booth Steamship Company, Ltd.

Head Office : Cunard Building, Liverpool, 3.

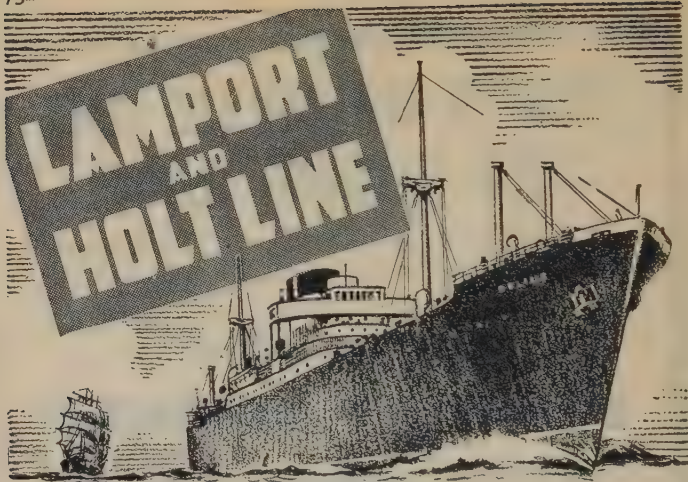
Services : (1) Liverpool to Pará and Manaus, also Leticia (Colombia) and Iquitos (Peru) via Leixões (Oporto), Lisbon and Madeira or Teneriffe ; returning via Madeira, Lisbon and Leixões. Sailings : monthly.

(2) Liverpool to São Luiz (Maranhão), Tutoya Bay (Parnahyba) and Fortaleza ; returning via Portugal. Sailings : monthly.

(3) Antwerp and London to Pará, Manaus, São Luiz (Maranhão), Tutoya Bay (Parnahyba) and Fortaleza, also Leticia (Colombia) and Iquitos (Peru) with transshipment ; returning via Portugal. Sailings : monthly.

(4) New York to Pará, São Luiz (Maranhão), Tutoya Bay (Parnahyba), Fortaleza, Natal, Cabedello, Recife, Macció, Bahia and Victoria, also Leticia (Colombia) and Iquitos (Peru) with transshipment ; returning to New York via same ports. Sailings : fortnightly.

(5) New York to Rio de Janeiro, Santos, Paranaguá, São Francisco, Florianopolis and Rio Grande do Sul ; returning to New York via same ports. Sailings as required. (See p. 360)



TO
SOUTH AMERICA

REGULAR CARGO AND
 PASSENGER SERVICE FROM

**LIVERPOOL, GLASGOW, LONDON
 AND MIDDLESBROUGH**

TO
**BRAZIL AND THE
 RIVER PLATE**

ALSO BETWEEN NEW YORK, BRAZIL AND
 RIVER PLATE AND ANTWERP, BRAZIL AND
 RIVER PLATE.

Closing dates for Cargo, etc., apply:

LAMPOR & HOLT LINE LTD.

Royal Liver Building, Liverpool 3. Tel.: CENTral 5650
 85, Gracechurch St., London, E.C.3. Tel.: MANsion
 House 7533, or Agents.

Donaldson Line, Ltd. (South American Service).

Head Office : 14 St. Vincent Place, Glasgow.

London Office : Plantation House, 31/4 Fenchurch Street E.C.3.

Liverpool Office : Cunard Building, Water Street, Liverpool, 3.

Routes : Glasgow and Liverpool to Montevideo and Buenos Aires.

(See p. xxiv)

The South American Saint Line Ltd.

Head Office : Saint Line House, Mountstuart Square, Cardiff.

London Office : 81/82, Leadenhall Street, E.C.3.

Antwerp Agents : Agence Maritime de Keyser Thornton, S.A., 14, Longue rue de l'Hopital, Antwerp.

Hamburg Agents : Brown Jenkinson & Co., Ltd., 25, Ballindamm 25, Hamburg 1.

Zurich Agents : Weltfurrer International Transport A.G., Pelikanstrasse, 8.

New York Agents : The American Union Transport inc., 17, Battery Place, New York, 4, N.Y.

Brazil Agents : Wilson, Sons & Co., Ltd., Avenida Rio Branco, 35/37 Rio de Janeiro.

Uruguay : Wilson, Sons & Co., Ltd., Montevideo.

Argentine : Chadwick Weir & Cia (Argentina) Ltda., 25 de Mayo 516, Buenos Aires.

Agents also at Prague, Rotterdam ; Canary Islands ; Pernambuco, Maceio, Bahia, Victoria, Santos, Paranagua, Sao Francisco do Sul, Porto Alegre, Rio Grande do Sul ; Rosario.

Services : (1) From London, Hull, Cardiff, Hamburg, Bremen and Antwerp to Canary Islands, Brazil Ports, Uruguay and Argentine.

(2) From Rosario, Buenos Aires & Montevideo to London, Hull, Liverpool and Hamburg.

(3) From Brazil direct to Hull.

(See p. 110)

Fyffes Line.

Head Office : Elders & Fyffes, Ltd., 15, Stratton St., Piccadilly, London, W.1.

Passengers : Regular Services to Jamaica, Barbados and Trinidad.

Also to British Cameroons.

First Class only—all outside rooms.

Furness Lines.

Head Office : 56 Leadenhall Street, London, E.C.3.

Services : Passenger and Cargo, New York-Bermuda ; New York-Trinidad and Demerara ; calling at Leeward and Windward Islands.

Montreal and St. Lawrence Ports in Summer, St. John, N.B. in Winter to Rio de Janeiro, Santos, Montevideo and Buenos Aires.

(See p. 173)

R. P. Houston & Co., Ltd.

Head Office : Hamilton Buildings, 24, Chapel Street, Liverpool, 3.

Cargo Services : Glasgow and Liverpool direct to Montevideo and Buenos Aires. Occasional service to Rosario, Bahia Blanca, and other River Plate ports.

Harrison "Direct" Line Steamers.

Agents : Prentice, Service & Henderson, 175 West George Street, Glasgow, C.2.

Brokers : Henry Langridge & Co., 16 Great St. Helen's, London, E.C.3.

Regular cargo service ; London to Barbados, Trinidad, other W.I. Islands and Demerara.

Monthly cargo service : Glasgow to the destinations above.

(See also Thomas & James Harrison.)

Thos. & Jas. Harrison.

Head Office : Mersey Chambers, Liverpool. London : 4, Fenchurch Avenue, E.C.3.

Services : To Pernambuco, Maceio, Cabedello, Aracaju, Natal, Barbados, Trinidad, and other W.I. Islands. Demerara, La Guaira, Puerto Cabello, Curaçao, Barranquilla, Cartagena, Cristobal (with transhipment via Panamá Canal to West Coast, Central, and South America and Mexico), Puerto Cortes, Puerto Barrios, Livingston and Belize, Kingston (Jamaica), Bermuda, and Nassau. Puerto Mexico, Vera Cruz, Tampico, and Progreso.

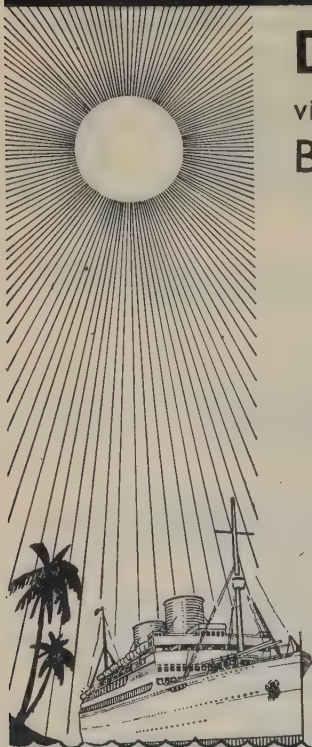
COLOMBIA • ECUADOR
PERU • CHILE

DIRECT SERVICE

via

**BERMUDA
 BAHAMAS
 HAVANA
 JAMAICA
 COLOMBIA**

**PANAMA CANAL
 to
 CENTRAL and
 WEST COAST
 of SOUTH
 AMERICA**



THE PACIFIC STEAM NAVIGATION^{CO}
PACIFIC BUILDING • JAMES ST • LIVERPOOL, 2.
 or local tourist agents.

Lamport and Holt Line, Limited.

Head Office : Royal Liver Building, Liverpool.

London Office : 85 Gracechurch Street, E.C.3.

Rio de Janeiro Office : Lamport & Holt Navegação Soc. Anon, Rua Araujo Porto Alegre 56. Buenos Aires Office : Calle Sarmiento 329. There are agents in the principal towns of Argentina and Brazil.

Routes : (a) Between Liverpool, Glasgow, Middlesbrough and London to Brazil and River Plate via Continent, Spain and Portugal.

(b) From New York to Brazil and River Plate and vice-versa.

Sailings : The service from the United Kingdom to South America is weekly and from New York to South America fortnightly.

Voyage from the United Kingdom to Buenos Aires approx. 20 days.

(See p. 732)

Houlder Brothers & Co., Limited.

Head Office : 53 Leadenhall Street, E.C.3.

Branch Offices : Liverpool, Glasgow, Newport (Mon.), Bristol, Swansea, Manchester, Hull, Southampton, Birmingham, Sheffield, Bradford, Hanley, Dundee, Sydney (N.S.W.), Cape Town.

Representatives in Argentina and Uruguay : Soc. Anon Houlder Brothers & Co. (Argentina) Ltd., Buenos Aires, Bahia Blanca, Rosario de Santa Fe, La Plata, Montevideo.

Representatives in Brazil : Houlder Brothers & Co. (Brazil) Ltd., Rio de Janeiro, Santos.

Fast service from London, Liverpool, and Bristol Channel, to River Plate ports by vessels of the Houlder Line, Limited, Furness-Houlder Argentine Lines, Ltd., and Alexander Shipping Co., Ltd. Also from Antwerp. Returning from Buenos Aires, La Plata and Montevideo to London and Liverpool, etc.

(See p. 172)

THE PACIFIC STEAM NAVIGATION COMPANY

(Incorporated by Royal Charter, 1840)

Head Office : Pacific Building, James Street, Liverpool 2.

Telegrams : "Pacific," Liverpool.

Telephones : Central 9251.

Chairman : Walter C. Warwick.

Managing Director : W. Halman Davies.

General Manager : H. Leslie Bowes, C.B.E.

Assistant Manager : A. E. Molyneux.

Secretary : Thos. T. Ford.

ROUTES OF THE PACIFIC STEAM NAVIGATION COMPANY.

Mail, Passenger, and Freight Services :—

Liverpool.—Bermuda, Bahamas, Cuba, Jamaica, Panama Canal and West Coast of South America.

Liverpool, Continent, Rio de Janeiro, Montevideo, Bahia Blanca, Punta Arenas, West Coast of South America ; returning to England via Panama Canal, Jamaica, Cuba, Bahamas, Bermuda.

Freight Services from London, Hull, Continent, Swansea, Glasgow and Liverpool to East and West Coasts of South America, via Havana and Panamá Canal or Straits of Magellan.

(See pp. ix-xii & 734)

ROYAL MAIL LINES, LIMITED.

Head Office : Royal Mail House, Leadenhall Street, London, E.C.3.

Telegrams : Roymailine Stock, London.

Telephone : Mansion House 0522 (Private Branch Exchange).

Managing Director : C. C. Barber. General Manager : A. Lawrence. Assistant General Manager : A. Wright.

Assistant Managers : P. R. Murray, D. O. Caird, C. G. Matthews.

Secretary : S. W. Black.

SOUTH & CENTRAL AMERICAN AND WEST INDIES ROUTES OF ROYAL MAIL LINES, LIMITED.**Passenger and Freight Services.**

London, Southampton, Cherbourg to Vigo, Lisbon, Las Palmas, Pernambuco, Bahia, Rio de Janeiro, Santos, Montevideo and Buenos Aires.

London and Newport (Mon.) to Pernambuco, Bahia, Rio de Janeiro, Santos, Rio Grande and Porto Alegre.

ROYAL MAIL LINES **TO** **SOUTH AMERICA**

BRAZIL - URUGUAY - ARGENTINA

•
WEST INDIES

•
SPANISH MAIN

•
CENTRAL AMERICA

•
NORTH PACIFIC COAST

•
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(See p. 98)

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(See p. 98)

"Argentina" Cia General de Navegacion, S.A.

Buenos Aires : A. M. Delfino y Cia., 439 Florida.

Passenger and cargo services : Buenos Aires and Patagonian ports—San Antonio, Madryn, Camarones, Comodoro Rivadavia, Deseado, San Julian, Santa Cruz, Gallegos and Magallanes.

Compañia Mercantil y de Transportes "Domingo Barthe."

Head Office : Bolivar 144, Buenos Aires.

Passenger service between Buenos Aires, Asunción, Posadas, and Iguazu.

S.A. Importadora y Exportadora de la Patagonia.

Head Office : Avenida Roque Saenz Peña, Buenos Aires.

Fortnightly, Buenos Aires to Magallanes, and intermediate ports. Buenos Aires to Cape Town (South Africa).

(See p. 88)

Argentina State Merchant Fleet.

The fleet has 27 ships with a capacity of 160,000 gross tons, of which 150,700 are in ocean service and 9,300 in coastal trade. It has a regular steamer service between Neuquen and Carmen de Patagones on the Rio Negro.

BRAZILIAN.

Amazon River Steam Navigation Company (1911).

Head Office : Caixa Postal 469, Pará.

London Correspondents : Binder, Hamlyn & Co., 12 South Place, E.C.2.

Chief Services : This company maintains cargo and passenger services on the Amazon and its principal tributaries, the Purús, Madeira, Tapajoz, Oyapock, Pirabas, Javary, Juruá, and the Negro Rivers. Its services connect Pará with Manaos, Cobiá, Porto Velho, Itatuiba, Oyapock, Pirabas, Iquitos, and other river ports.

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Autazes Navigation Company.

Head Office : Manáos.

The Autazes Navigation Company have fortnightly sailings from Manáos to Castello, 625 miles, calling at Boca do Autaz, Bom Futuro, Amatory, Coapiranga, Japheim, Paraná, Pantaleão, São Longuinho, Piratininga, Santa Maria and Campo Alegre.

Lloyd Nacional, S.A. (Govt. owned.)

Head Office : Avenida Rio Branco, 20, Rio de Janeiro.

Cargo Services : Calls at Rio de Janeiro, Victoria, Bahia, Maceio, Pernambuco, Cabedello, Maranhão, Pará, Rio Grande do Sul, and other Brazilian ports, and sometimes at Montevideo.

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CHILEAN.**Compañía Chilena de Navegación Interoceánica.**

Head Office: Edificio Interoceanica, Plaza Justicia, Valparaíso.

Services: Cargo and Passenger Services between Valparaíso, Buenos Aires, Rio de Janeiro and Callao, *via* Straits of Magellan. (See p. 390)

Compañía Sud Americana de Vapores.

Head Office: Calle Blanco 895, Valparaíso.

Passengers and Cargo: Regular Service between Valparaíso, Callao, Guayaquil, Cristobal, Havana, New Orleans, Baltimore and New York.

Compañía de Muelles de la Población Vergara.

Head Office: Calle Blanco 951, Valparaíso.

Services: Service of Cargo Vessels between Valparaíso, and the East Coast of South America. Also a service between South American and Mediterranean ports, with the following itinerary: Callao, Valparaíso, Buenos Aires, Montevideo, Rio de Janeiro, Lisbon, Barcelona, Genoa, returning *via* Marseilles.

Servicio Marítimo de los FF.CC. del Estado.

Head Office: Calle Errazuriz 711. Edificio Estación Puerto, Valparaíso.

Services: Regular Service of Cargo and Passenger Vessels between Valparaíso and Punta Arenas, and Valparaíso and Arica.

Compañía Naviera Haverbeck & Skalweit S.A.

Head Office: Calle General Lagos 1931, Valdivia.

Office in Valparaíso, Calle Blanco 1002.

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London : Kaye, Son & Co., Ltd., Plantation House, Fenchurch Street, E.C.3.

Passenger and Cargo Services : Fortnightly, London to Kingston.

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Head Office : 64 Harbour Street, Kingston.

London : Kaye, Son & Co., Ltd., Plantation House, Fenchurch Street, E.C.3.

Passenger and Cargo services.

MEXICAN.

Compañía de Navegación Mexicana.

Head Office : Apartado 28, Vera Cruz.

Calls at Tampico, Vera Cruz, Puerto Mexico, etc., four times a month.

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Head Office : Apartado 53, Mazatlan.

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Head Office : Plaza Medinaceli 8, Barcelona.

Liverpool Agents : Larrinaga & Co., Ltd., 30 James Street.

Sailings from Spain to Canaries, Puerto Rico, Havana, Vera Cruz, New York.

Ybarra Line.

Head Office : Menéndez Pelayo, 2, Seville.

Services : Spain to Brazil, Uruguay, and Argentina ; to Puerto Cabello (Venez) and Curaçao. Spain, Portugal to United States.

SWEDISH.**Johnson Line.**

Rederiaktiebolaget Nordstjernan.

Head Office : Stureplan 3, Stockholm.

London Agents : A. Johnson & Co. (London), Ltd., Africa House, Kingsway W.C.2.

Regular Services : (1) Sweden and Baltic Ports to Brazil & River Plate ; (2) Sweden, Finland and Baltic to Puerto Colombia, Panama, Central American Ports, San Pedro, San Francisco and Vancouver ; (3) Scandinavia, Baltic, Hamburg and Antwerp to Venezuela and West Coast of South America. (See p. 742)

Transatlantic Steamship Co., Ltd.

Head Office : Gothenburg, Sweden.

Monthly Service from Pacific Coast : Vancouver—Los Angeles range to Brisbane, Sydney, Melbourne, Adelaide and Fremantle. Passengers and cargo. General Agents, Pacific Coast : General Steamship Corporation. Head Office : 240 Battery Street, San Francisco.

UNITED STATES.**Grace Line.**

Head Office : 10 Hanover Square, New York.

London Passenger Agents : Grace Bros. Ltd., 143 Fenchurch Street, London, E.C.3.

London Freight Agents : E. H. Mundy & Co., Ltd., Walsingham House, Seething Lane, E.C.3.

Passengers, Cargo and Mails ; West Coast Service : New York, Colon, R.P., Panama, R.P., Cristobal, C.Z., Balboa, C.Z., Buenaventura, Guayaquil, Callao, Mollendo, Talara, Salaverry, Arica, Tocopilla, Antofagasta, Valparaiso, Chanaral, Coquimbo, San Antonio.

Passengers, Cargo and Mails ; Carribbean Service : New York, La Guaira, Puerto Cabello, Maracaibo, Barranquilla, Cartagena, Curacao, Aruba, Bonaire.

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American Republics Line.

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Head Office : 461 Market Street, San Francisco, Calif.

Service : United States Pacific coast ports to Puerto Rico, Trinidad, Barbados, Rio de Janeiro, Santos, Montevideo, and Buenos Aires ; also New York and Buenos Aires. (See p. 222).

United Fruit Co.

Head Office : Pier 3, North River, New York, N.Y.

Services : United States Atlantic and Gulf ports to Cuba, Jamaica, Colombia, Costa Rica, Nicaragua, Honduras, British Honduras, Guatemala, and Panamá Canal Zone.

Waterman Steamship Co.

Head Office : Mobile, Ala.

Service : United States Gulf ports to Puerto Rican ports.

Norton Line.

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The Royal Netherlands Steamship Company is reported to have opened a service between Havana and ports in Colombia, Ecuador, Peru and Chile.

URUGUAYAN.

Cia. Uruguaya de Navegacion y Transportes Aereos, S.A.

(See also Cia. Argentina de Navegacion Dodero, S.A.)

Head Office : Calle Piedras 351, Esquina Solis, Montevideo. Agency at Salto ; Office in Colonia.

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Caracas and La Guaira Agents : H. L. Boulton & Co., United States representative : the Isbrantsen Co. Ltd.

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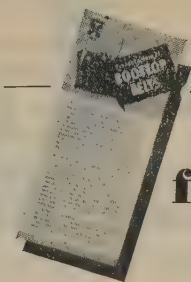
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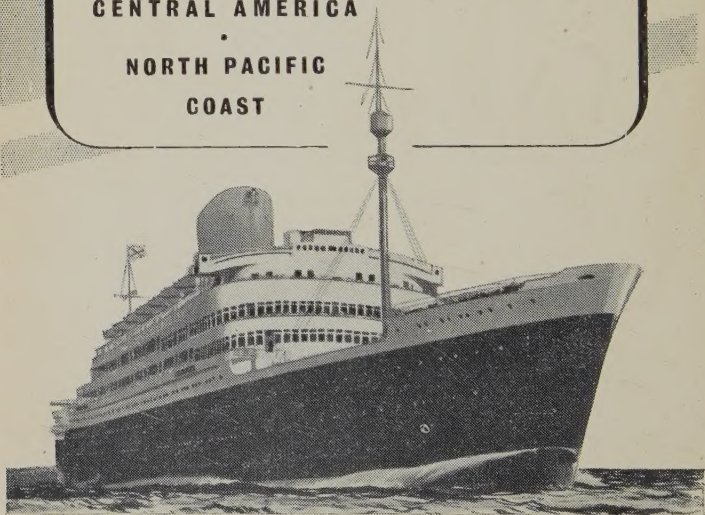
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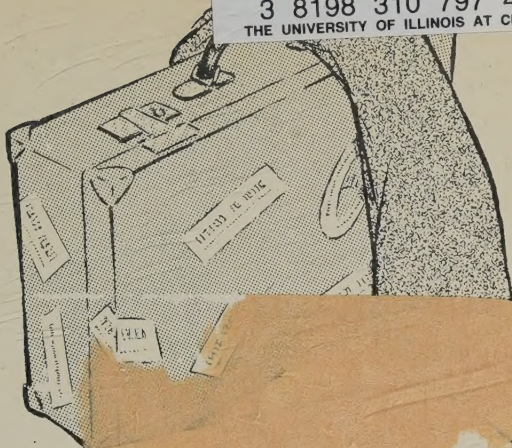
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